



Informational Open Houses for the Caldecott Improvement Project

Summary Report

June 2005

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Summary Report

Informational Open Houses for the Caldecott Improvement Project

Table of Contents

Introduction	1
<i>Project Description</i>	1
<i>Overview of Informational Open Houses</i>	1
<i>Meeting Notification</i>	1
Summary of Comments Received	2
<i>Project Alternatives</i>	2
<i>Project Scope & Additional Alternatives</i>	2
<i>Traffic Impacts</i>	2
<i>Bicycle and Pedestrian Issues</i>	2
<i>Noise, Light, & Exhaust Impacts</i>	2
<i>Landscape, Sound Barriers & Visual Impacts</i>	3
<i>Construction Schedule</i>	3
<i>Funding</i>	3
<i>Public Outreach</i>	3
Summary Table of Written Comments	4
Appendix A: Notification Materials	
<i>Meeting Notice</i>	
<i>Project Website</i>	
<i>Newspaper Ads</i>	
Appendix B: Meeting Materials	
<i>Meeting Program</i>	
<i>Frequently Asked Questions</i>	
<i>Comment Card</i>	
<i>Exhibit Boards</i>	
Appendix C: Newspaper Articles	
<i>Contra Costa Times</i>	
<i>Oakland Tribune</i>	
<i>San Francisco Chronicle</i>	
Appendix D: Comment Cards	

Introduction

Project Description

The Caldecott Improvement Project proposes to alleviate traffic congestion along State Route 24 by adding a fourth bore to the Caldecott Tunnels. Environmental studies are being conducted to identify long-term, permanent impacts of the project as well as short-term, temporary impacts that may occur during project construction.

The goals of the Caldecott Improvement Project are to:

- Improve mobility for motorists and emergency crews along State Route 24 via the Caldecott tunnels
- Reduce delays and improve travel times
- Eliminate the need for daily tunnel lane reversals and merges
- Enhance safety for the traveling public and Caltrans maintenance workers
- Respond to Regional Measure 2 and Contra Costa County Measure J

Overview of Informational Open Houses

In June 2005, the Caldecott Improvement Project hosted two informational public open houses to update the community about the project. The open houses offered information on the project purpose and need, the project schedule, alternatives under consideration, project design and construction, visual impacts, traffic operations, and the history of the tunnels. The open houses were held on Tuesday, June 7, 2005 from 6:00 p.m. – 8:00 p.m. at the Orinda Community Center and Thursday, June 9, 2005 from 6:00 p.m. – 8:00 p.m. at the Bentley School in Oakland. Over seventy participants, including interested citizens, residents, special interest groups and local government representatives attended the Orinda open house, and over eighty participants attended the Oakland open house.

Each open house provided project information organized into the following categories: Welcome & Sign In, Project Overview, Environmental Process & Ongoing Environmental Studies Overview, History of the Caldecott Tunnel, Design & Construction, and Next Steps & Additional Information. Personnel from Caltrans, the Contra Costa Transportation Authority, and the project team were available to answer questions from meeting participants. Content of exhibit boards displayed at each station can be found in Appendix B. Comment cards and flip charts were provided to allow participants to submit written comments. Seventeen comment cards were received at the Orinda open house and twenty-seven were received in Oakland. A summary table of written comments begins on page 4 and copies of the original comment cards can be found in Appendix D. The open houses were generally well received and many participants remarked that the meetings left them more informed about the project.

Meeting Notification

Notification for the open houses consisted of a meeting notice directly mailed to over 9,000 people. The mailing list included over 8,000 residents located near the project area, as well as elected officials, government agencies, special interest groups and other interested parties. Meeting notices were available at the offices of Caltrans, Contra Costa Transportation Authority, and Alameda County Congestion Management Agency. An e-mail invitation was sent to over 150 interested parties, including city staff from the project area who had been briefed about the project in May and June. A newspaper

advertisement ran in the Oakland Tribune and Contra Costa Times on June 2nd and Caltrans distributed a press release.

Summary of Comments Received

The information below provides a summary of the key comments and questions received during the open houses. This summary is not intended as a transcript of comments made during these meetings, but captures the main issues, concerns and suggestions of participants. Comments have been organized into categories of similar topics. The organization of the categories does not represent a hierarchy of importance or weight of an issue.

Project Alternatives

- There is support and opposition for the project alternatives. Many citizens would like the project expedited, while others have concerns about constructing a fourth bore.
- Some citizens expressed concern that the three-lane alternative would encourage additional traffic and increase noise and air pollution.
- Some citizens expressed support for the three-lane alternative to meet future traffic demands.

Project Scope & Additional Alternatives

- Comments made during the scoping process should be addressed in the environmental document.
- The scope of the existing project should include bike and pedestrian access, and alternative transportation improvements.
- Consider a mass transit alternative to reduce commute traffic. More transit options are needed in this corridor.
- Consider improving both east and westbound tunnel approaches. Capacity could be improved in the existing bores if they were re-tiled and lighting was improved.
- The project should address traffic in the peak direction.
- Consider improvements to State Route 13 connectors.
- Clarify features of the project other than the fourth bore, such as access ramps, and other roadway improvements.

Traffic Impacts

- The fourth bore will encourage more traffic on State Route 24 and local roads.
- Analyze the traffic impacts on local thoroughfares such as Fish Ranch Road, Ashby Avenue, and Old Tunnel Road.
- Provide information on the truck haul routes, disposal sites, and the impact of truck traffic on local roads.

Bicycle and Pedestrian Issues

- Consider that increased traffic on local roads due to the tunnel expansion could pose a threat to bicycle and pedestrian safety.

Noise, Light, & Exhaust Impacts

- Noise, light, and exhaust impacts are a concern to local residents (especially those on Grizzly Peak, in Parkwood Condominiums, on Camino Pablo, and above the tunnel).
- Provide information about construction hours, especially when and what kind of night work would take place and how noise and light pollution would be mitigated.
- Consider that reducing the speed of vehicles could reduce noise.

Landscape, Sound Barriers and Visual Impacts

- Residents are interested in being a part of the process to choose sound barriers and landscape treatments.
- Consider extending the sound walls (on both sides of the tunnel) to reduce the noise.
- Wildlife habitat protection, view corridors and landscape treatments are important considerations.
- Vegetation management and better landscaping in the State Route 24 corridor, and the intersection with State Route 13, were suggested as means of fire prevention.

Construction Schedule

- Support expediting the project schedule to complete the tunnel as early as possible.

Funding

- Provide information on how the entire project will be funded. There is a gap between funding secured and project costs.

Public Outreach

- There were several requests to receive project materials presented at the open house, to post materials on the website, and to schedule informational meetings for residents and stakeholders.
- The open houses and available project information were generally well received by meeting participants.

Summary Table of Written Comments

The following pages are a table of all written comments received on comment cards and flip charts at the open houses. For ease of reading, comments have been typed into a table format. Copies of the original comment cards are in Appendix D.

Name	Comment
Project Alternatives	
Bob Kobal	Prefer the three-lane alternative to get the most value for the dollar. Include shoulders in whichever design is selected.
Richard Cummings	Build the three-lane bore, and start as soon as possible.
Ed Kissick	Please make the new bore with three lanes, not two.
Rudolph M. Reich	Do what you have to do to build the tunnel. Three lanes is the only way to go. The loss of time and fuel while sitting in traffic is costly.
Raully Butler	Excellent Job! Heavy traffic both ways means we need the additional bore. This is also safer for Caltrans workers.
Robert Faber	Prefer the two-lane alternative. If the three-lane alternative is chosen, extend the project limits to Highway 580/State Route 24 interchange.
James Lewis	I represent 12 people who all hope for the three-lane option.
Athan Magganas	Eliminate “buttonhook” design on Caldecott Lane off-ramp as it adds to traffic. Eliminate street parking on Caldecott Lane.
Comment Card - no name provided	Build the three-lane alternative. To do less is a waste of resources.
Flip Chart	The third lane will encourage more truck traffic and increase noise and air pollution.
Flip Chart	Be prepared for future traffic – three lanes are needed.
Flip Chart	Support the project in spite of increased noise and construction inconvenience. Resident lives above the project and will hear and see it.
Flip Chart	The additional bore should have been built twenty years ago.
Project Scope and Additional Alternatives	
Comment Card - no name provided	Adding a fourth tunnel does little to address future commute congestion. Caltrans and state government need to look at the root problem and address mobility in a more efficient manner.
Comment Card - no name provided	Consider including a high-occupancy vehicle component.

Name	Comment
Ortrun Niesar	Include a public transportation component in this project. Plan properly for future communities and stop impacting existing communities disproportionately. Better, environmentally friendly planning is the answer, not simply adding sprawl.
Brooke Elmgren	The fourth bore is a short-term fix for congestion in the Bay Area. Long-term solutions should include, limits on Contra Costa County construction, demands that individuals commit to carpooling, and establishing BART subsidies to encourage ridership.
Erik Andersen	Beautify east portal of tunnels 1 & 2. Better landscaping and maintenance are needed to restore the tunnels and make them safer.
Gail Shulz	Caltrans does not appear to be addressing scoping comments in the draft environmental document as they are required to do by law. Please address these issues, including noise, air pollution, and traffic.
Flip Chart	Caltrans does not seem to be listening. The scoping comments need to be addressed.
Flip Chart	North Hills Phoenix Association scoping comments need to be addressed.
Flip Chart	Widen Caldecott Lane. Vehicles from freeway use street parking for park & ride.
Flip Chart	Widen eastbound State Route 13 to State Route 24 to reduce morning congestion.
Flip Chart	Will the eastbound Orinda off-ramp be widened as part of the project? If so, what is the design?
Traffic Impacts	
Gerald V. Niesar	The project will increase traffic and traffic noise on State Route 24.
Jeff Bond	Evaluate positive and negative impacts on State Route 13/Tunnel Road. Surface street traffic increases in this area as cars try to avoid State Route 13 congestion.
Pam Webb	The fourth bore will encourage more traffic and does not make any concession to reduce dependence on cars.
Betty Croly	Study the traffic impacts on Ashby Avenue before the project moves forward.
Morton McDonald	Direct westbound traffic to Berkeley via Telegraph Avenue exit, not Tunnel Road. The former is four-lanes in a mostly commercial area and Tunnel Road is a two-lane road in a residential area.

Name	Comment
Pamela Swan	Address congestion on Broadway, north of Temescal Park. Many people use the side streets to bypass freeway traffic and it affects those who use the overpass to get home on Tunnel Road, Hiller Drive, and Caldecott Lane. A designated left turn lane at this intersection would help greatly.
Barbara Witt	Grizzly Peak Road/Fish Ranch Road is an official evacuation route. Assure that access to the tunnel and State Route 24 in both directions will be kept open during and after construction.
Pam Webb	By the time the tunnel is complete the increased population will make the situation the same as it is currently.
Flip Chart	An additional bore will encourage more traffic.
Flip Chart	Analyze traffic impacts on Ashby Avenue.
Bicycle and Pedestrian Issues	
Jeff Bond	Pedestrian and bike access and safety on Tunnel Road may be negatively affected by the project.
Dave Campbell	Study bike and pedestrian safety impacts on arterial streets feeding into the tunnel.
Flip Chart	Concerned about bike safety on local roads due to increased traffic.
Flip Chart	Why are there no pedestrian improvements proposed?
Flip Chart	Open the 1906 tunnel for bicycles and pedestrians.
Noise, Light, & Exhaust Impacts	
Pam Webb	Parkwood condominiums will be negatively affected by noise and vibrations 24 hours a day.
Kent Deverell	Concerned about the lack of mitigation efforts for neighborhoods west of the tunnel (Rockridge, etc.). Address noise, pollution, and safety in this area.
Barbara Witt	Local neighborhoods are concerned about the traffic fumes from the tunnel each morning.

Name	Comment
Warren Chick	Concerned about the impacts of construction activities (sound and light) at night on project neighbors and wildlife in Caldecott wildlife corridor. Concerned about the use of private land along Fish Ranch Road for construction staging. Would like activity outside of the public right-of-way prohibited and activity in right-of-way to be limited to daylight hours, Monday through Friday.
Gerald V. Niesar	Build soundwalls, or even an enclosure, to contain the noise, fumes, pollution, etc. Interested in the mitigation plan for these matters.
Flip Chart	Noise will impact Parkwood Apartments.
Flip Chart	Construction noise is a concern. How will it impact day sleepers? How will it impact people at night?
Flip Chart	How will off-peak increased noise be mitigated? The cars will go faster and there will be more of them.
Landscape, Sound barriers, & Visual Impacts	
Erik Andersen	Mitigate noise, smell, and sight of cars at the Orinda Theatre (Moraga Way and State Route 24) through living walls, low barriers.
Athan Magganas	Bay and western views from the Parkwood Condominiums will be blocked by added trees and possibly berm and soundwall installation.
Aileen Frankel	A 19-foot high berm with soundwall is very important for the west side of the tunnel and should be built before the bore to decrease the effects of noise.
Ortrun Niesar	Erect a sound barrier along State Route 24 through Rockridge to reduce noise impacts.
Moujan Mostaghimi	Build higher berms and soundwalls with trees.
Aileen Frankel	Excellent landscaping and maintenance of landscaping is needed, including traffic islands at State Route 13/State Route 24 and entrance to Hiller Drive.
Ortrun Niesar	Be sensitive to the local ecology on both sides of the tunnel.
Gordon Piper (North Hill Landscape Committee & City of Oakland Wildfire Prevention Assessment District Advisory Board)	Would like to discuss vegetation management and better landscaping in the State Route 24 corridor, and intersection with State Route 13, as a mitigation measure. Interested in a meeting with Caltrans staff and consultants to discuss this matter.
Flip Chart	Prefer the berm option for sound barrier.

Name	Comment
Flip Chart	Maintain landscape. Prefer the berm.
Flip Chart	Use State Route 24 Wildlife Management Plan as mitigation for habitat. Remove invasive species.
Flip Chart	Enhance landscaping on east end of bores 1 & 2 (old bores) to emphasize architectural features, iron work and low relief.
Flip Chart	Can you add landscaping and trees to screen State Route 24 from downtown Orinda? Something to mitigate the sound, sight and smell of the freeway?
Construction Schedule	
G. Fryer	10 years is too long. Build it!
Cherie Wetzel	Make the project happen faster! We need it now.
Comment Card - no name provided	Expedite the process. The Empire State Building was done in 18 months, the Pentagon in 22.
Flip Chart	Start construction early and finish early.
Flip Chart	Finish the project by 2009, before the Claremont and Berkeley Hills Tunnel.
Flip Chart	Why will the project take so long?
Flip Chart	What would it take to open the tunnel by 2009/2010?
Funding	
Flip Chart	The state should contribute more funding.
Flip Chart	How much will the project ultimately cost?
Public Outreach	
Jo Cazenave (Parkwood Community Association Board of Directors)	The Parkwood Board of Directors would like a Caltrans representative to attend a monthly homeowner's association meeting.

Name	Comment
Ann Smulka (Berkeley Transportation Commission)	Berkeley Transportation Commissioner (for area affected by the Caldecott Tunnel) requests an electronic copy of the exhibit boards to distribute to other Commissioners for review.
Councilmember Jane Brunner's office	Request for a meeting to discuss the project.
Flip Chart	Post scoping comments on the web site
Flip Chart	The 45-day comment period seems short.
Jo Cazenave	Parkwood Homeowners Association would like to have an informational meeting.
Diana Gianni	Thank you for having the open house about the project with team members available for questions. The displays are well designed with clear explanations and details.
Harriet Ainsworth	Disappointed that there was not a speaker. Good graphics.
Kathleen Polkinghorn	Well put together and staffed – I learned a lot!
L Dunbar Keough	Interested in seeing a thorough report on the status of the project in both the San Francisco Chronicle and the Contra Costa Times.
Other Comments/Questions	
Randy R. Kriby	Interested in reviewing reports on preliminary design proposal (including geological studies). Interested in widening, off-ramp plans for Orinda portal, and Highway 680 interchange segment of State Route 24.
Erik Andersen	Keep the museum in the tunnel and keep giving tours. It is an important historic, architectural, and engineering resource.
Ortrun Niesar	Be sensitive to the needs of Rockridge and Montclair residents.
Flip Chart	Drain water from the hill during construction.
Flip Chart	A townhouse project is being built on the south side of the tunnel.
Flip Chart	People won't use BART because they cannot park.

Appendix A

Notification Materials



INFORMATIONAL OPEN HOUSE

FOR THE CALDECOTT IMPROVEMENT PROJECT

CALDECOTT
Improvement Project

YOU ARE INVITED to attend an Informational Open House for the Caldecott Improvement Project.

WHAT IS THE CALDECOTT IMPROVEMENT PROJECT?

The Caldecott Improvement Project proposes to alleviate traffic congestion along State Route 24 by adding a fourth bore to the Caldecott Tunnels.

- Improve mobility for motorists and emergency crews along State Route 24 via the Caldecott tunnels
- Reduce delays and improve travel times
- Eliminate the need for daily tunnel lane reversals and merges
- Enhance safety for the traveling public and Caltrans maintenance workers
- Respond to Regional Measure 2 and Contra Costa County Measure J

WHY ATTEND THE OPEN HOUSE?

The purpose of the open house is to update the community about the project. The open house will offer information on the project purpose and need, the project schedule, alternatives under consideration, project design and construction, traffic operations, and the history of the tunnels. We encourage you to attend to review the information presented and become familiar with the project.

For more information about the project, please visit our website at www.dot.ca.gov/dist4/caldecott or contact Brigetta Smith at (510) 286-5820.

Individuals w

IDD users may contact the California Relay Service line at 711.

▶ June 7, 2005

6:00 pm – 8:00 pm

Orinda Community Center

26 Orinda Way

Orinda, CA 94563

▶ June 9, 2005

6:00 pm – 8:00 pm

Bentley School

1 Hiller Drive

Oakland, CA 94618



CALDECOTT
Improvement Project

INFORMATIONAL OPEN HOUSE

(More meeting details on reverse)

June 7: Orinda Community Center, 26 Orinda Way, Orinda



June 9: Bentley School, 1 Hiller Drive, Oakland



The Federal Highway Administration, the California Department of Transportation, the Contra Costa Transportation Authority and the Alameda County Congestion Management Agency are in the process of preparing a draft environmental document for the Caldecott Improvement Project. The draft environmental document is scheduled to be released in late 2005.



PO BOX 23660

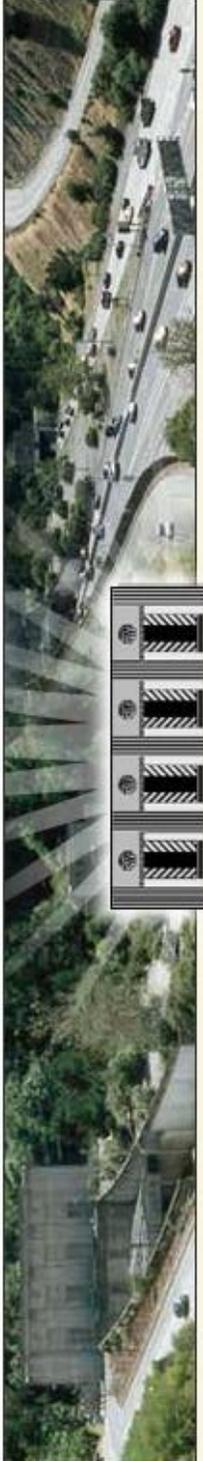
OAKLAND, CALIFORNIA 94623-0660



Welcome to *California*



CALDECOTT IMPROVEMENT PROJECT



The Caldecott Tunnel connects Alameda and Contra Costa Counties via State Route 24. The Caldecott Improvement Project proposes to alleviate traffic congestion along Route 24 by constructing a fourth bore of the Caldecott Tunnel.

The goals of the Caldecott Improvement Project are to:

- Improve mobility for motorists and emergency crews along State Route 24 via the Caldecott tunnels
- Reduce delays and improve travel times
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Lead Agencies for the Environmental Process

Federal Highway Administration (FHWA)
The California Department of Transportation (Caltrans)

Participating Agencies for the Environmental Process

What's New?

- ▶ **Informational Open House – June 7 and June 9**
- ▶ **Sign-up to receive project information**
- ▶ **Visual Simulations**





CALDECOTT
Improvement Project

INFORMATIONAL OPEN HOUSE

FOR THE CALDECOTT IMPROVEMENT PROJECT



WHAT IS THE CALDECOTT IMPROVEMENT PROJECT?

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The purpose of the open house is to update the community about the project. The open house will offer information on the project purpose and need, the project schedule, alternatives under consideration, project design and construction, traffic operations, and the history of the tunnels. We encourage you to attend to review the information presented and become familiar with the project.

For more information about the project, please visit our website at www.dot.ca.gov/dist4/caldecott or contact Brigetta Smith at (510) 286-5820.

Individuals who require special accommodations should contact the Caltrans Public Information Center at (510) 286-6445 prior to the meeting. TDD users may contact the California Relay Service line at 711.

JOIN US

▶ June 7, 2005
6:00 pm – 8:00 pm
Orinda Community Center
26 Orinda Way, Orinda, CA 94563

▶ June 9, 2005
6:00 pm – 8:00 pm
Bentley School
1 Hiller Drive, Oakland, CA 94618

Appendix B

Meeting Materials



Welcome to the Caldecott Improvement Project's Informational Open House! This open house is being held to update the community about the progress the project is making and help you become familiar with the project. We encourage you to ask questions of any of the team members in the room.

The Caldecott Improvement Project proposes to alleviate traffic congestion along State Route 24 by adding a fourth bore to the Caldecott Tunnels.

The goals of the Caldecott Improvement Project are to:

- Improve mobility for motorists and emergency crews along State Route 24 via the Caldecott tunnels
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EXHIBIT STATIONS

Station 1: Welcome & Sign In

Welcome to the informational open house. Please sign-in and collect the meeting handouts.

Station 2: Project Overview

Learn about the location, purpose, and goals of the project. See overviews of the project alternatives that are being considered. Project schedule and funding information are also available.

Station 3: Environmental Process & Ongoing Environmental Studies Overview

Learn about what is being studied during the environmental review process and where in that process we are. Watch a video of current tunnel operations and see visuals of the changes a new tunnel would make.

Station 4: History of the Caldecott Tunnel

Watch a video of the construction of the original tunnel in 1937 and learn about major milestones in Caldecott Tunnel history.

Station 5: Design & Construction

See cross-sections and graphic layouts of both the two-lane and three-lane alternatives. Find out the sequence of tunnel construction.

Station 6: Next Steps & Additional Information

See what the next steps in the Caldecott Improvement Project are and find out where you can learn more.

Thank you for coming to learn more about the Caldecott Improvement Project!



FREQUENTLY ASKED QUESTIONS (FAQ)

What are the project limits?

The physical limits of the proposed project are from the Route 24/Route 13 Interchange in Alameda County to 300 meters (1,000 feet) east of the Gateway Boulevard overcrossing in Contra Costa County.

What is being proposed?

The Caldecott Tunnel consists of two bores constructed in 1937 and a third bore, north of the original two, built in 1964. The tunnels connect Alameda County and Contra Costa County via State Route 24. The environmental phase of the Caldecott Improvement Project addresses two new tunnel alternatives: a two-lane bore north of the existing bores and a three-lane bore north of the existing bores (refer to attached visual simulations), as well as a "No Build" alternative. Dimensions of the proposed tunnel alternatives are shown on page 2.

Why do we need the project?

1) Congestion is frequent and recurrent on State Route 24 for traffic traveling through the Caldecott Tunnel between Alameda and Contra Costa Counties; 2) Delays are experienced during the peak and off-peak periods and directions; and 3) Daily trips on State Route 24 via the tunnels are forecast to significantly increase substantially by the design year, 2032. The projected percentage increase in daily trips is: AM Westbound (Peak) 37%, AM Eastbound (Off-Peak) 44%, PM Westbound (Off-Peak) 26%, PM Eastbound (Peak) 37%.

What are the benefits of the project?

The new Caldecott fourth bore would have the following benefits: 1) Improve the movement of people and goods along State Route 24 via the Caldecott tunnels; 2) Reduce delays and Improve travel times; 3) Avoid the need for daily tunnel reversals and lane merges; and 4) Enhance safety of the traveling public and Caltrans maintenance workers.

What is the current status of the project?

A joint Department of Transportation (Caltrans), Contra Costa Transportation Agency (CCTA) and consultant team is preparing the Project Report, Environmental Document and technical studies and performing geotechnical investigations and preliminary roadway and tunnel design.

What is the project schedule?

The Draft Environmental Document (DED) is expected to be completed in late 2005. Project approval and 35% design of the roadway and tunnel are expected to be completed in late 2006. Final design is expected to be completed in 2008 and construction to be completed in 2012. This schedule will be accomplished through the cooperation of various public agencies working toward a common goal.

What is the cost of the project?

The preliminary project cost estimate varies from \$200 million to \$400 million (these figures are used for planning purposes only). Consultants will be developing a more precise cost estimate that will be available when the DED is circulated.

How did the partnership with local agencies get started?

Caltrans and CCTA have been working together to find an innovative way to deliver projects faster with joint project management decision making and cost control. In April 2004, the California Transportation Commission (CTC) authorized CCTA to be the implementing Traffic Congestion Relief Program (TCRP) Agency for the environmental phase of the project. Caltrans and CCTA determined that if both

agencies were to join resources and work as a team, the project would be delivered more expeditiously. In the Summer of 2004, CCTA and Caltrans merged CCTA's consultants and Caltrans staff to create one team that will jointly prepare the various deliverables. The Alameda County Congestion Management Agency (ACCMA) also has an active role in this Partnership. It is anticipated that the Caldecott Partnership will become a model as to how we jointly manage major transportation projects.

What public involvement has taken place?

Two meetings with various Resource/Permitting Agencies and three Public Meetings were held in December 2002 and January 2003 during the scoping phase of the studies. Over 300 written and oral comments were received by the end of the comment period, January 30, 2003.

Will there be additional Public Involvement?

Yes, in addition to public information meetings being held in June 2005, the DED will be circulated in late 2005 for public review and comment. A public hearing on the document is expected to be held in early 2006.

How will the project be paid for?

Current funding sources are the Traffic Congestion Relief Program (TCRP), the State Transportation Improvement Program-Interregional Improvement Program (STIP-IIP), the State Transportation Improvement Program- Regional Improvement Program (STIP-RIP), Regional Measure 2 (RM2) and Contra Costa County Measure J. In March 2004 Bay Area voters approved Regional Measure 2, raising the toll on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00; this will generate \$50 million for the construction of the fourth Caldecott tunnel bore. In November 2004, voters in Contra Costa County passed Measure J, a half-cent sales tax to pay for specific transportation projects. Measure J will generate \$125 million for the construction of the fourth bore.

Other relevant information: The Federal Highway Administration (FHWA) and Caltrans, the lead Agencies under NEPA and CEQA respectively, looked into the following tunnel alternatives during the early stages of the environmental process:

- 1) No build
- 2) Fourth bore
 - a) two-lane bore on a northern alignment
 - b) three-lane bore on a northern alignment
 - c) two-lane bore on a southern alignment
 - d) three-lane bore on a southern alignment

Based on evaluation criteria such as preliminary costs, traffic operations, timeframe to complete construction, geotechnical considerations and environmental impacts, it was determined that both southern alignment alternatives should be screened out. The environmental technical reports are currently evaluating a 2-lane and 3-lane bore on a northern alignment and the No-Build Alternative. A preferred alternative will be identified after circulation and review of the DED.

*Proposed 2-lane tunnel would be 13.5 meters (44 feet) wide, including two 3.6-meter [12-foot] lanes, right 3-meter [10-foot] shoulder and left 1.5-meter [5-foot] shoulder, a 1-meter (3-foot) emergency walkway on the north side and a .6-meter (2.5 foot) emergency walkway on the south side. The total tunnel length would be approximately 1,033 meters (3,389 feet).
Proposed 3-lane tunnel would be 18.7 meters (61 feet) wide, including three 3.6-meter [12-foot] lanes, 3-meter [10-foot] shoulders on each side, a 1-meter (3-foot) emergency walkway on the north side and a .6-meter (2.5 foot) emergency walkway on the south side. The total tunnel length would be approximately 1,033 meters (3,389 feet).



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: _____
Address: _____
Phone: _____
E-mail: _____

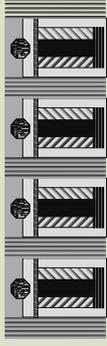
**Comments may be submitted
today or mailed to:**

Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 236660
Oakland, CA 94623-0660

** Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:



CALDECOTT
Improvement Project

WELCOME

TO CALDECOTT IMPROVEMENT PROJECT INFORMATIONAL OPEN HOUSE



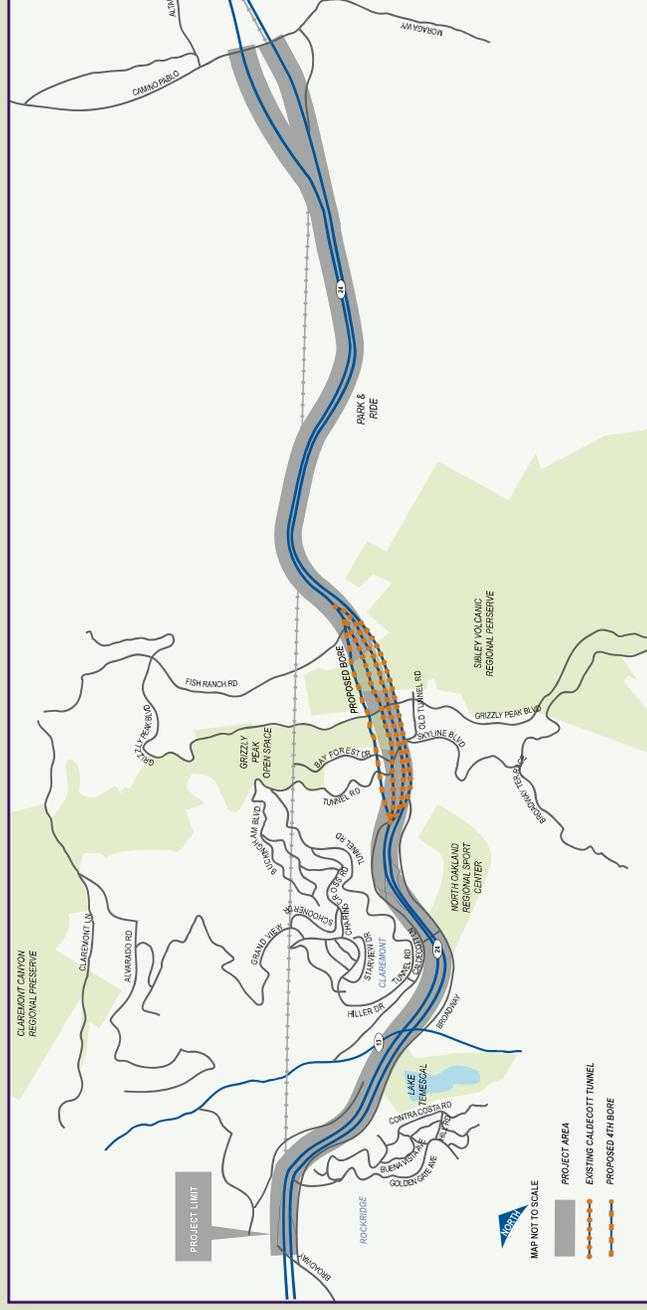
PROJECT AREA & GOALS



The Caldecott Improvement Project proposes to alleviate traffic congestion along State Route 24 by adding a fourth bore to the Caldecott Tunnels.

The goals of the Caldecott Improvement Project are to:

- Improve mobility for motorists and emergency crews along State Route 24 via the Caldecott tunnels
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- Enhance safety for the traveling public and Caltrans maintenance workers
- Respond to Regional Measure 2 and Contra Costa County Measure J



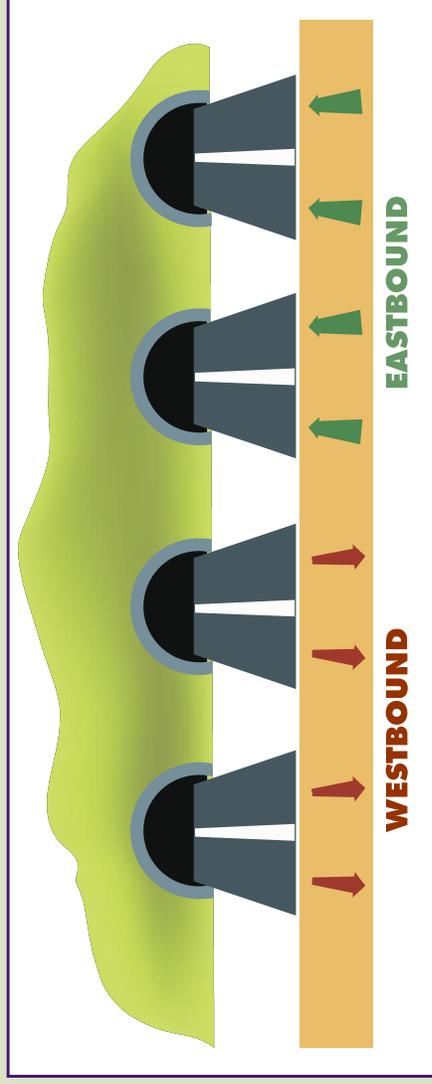
PROJECT ALTERNATIVES

Environmental studies are being conducted to identify long-term, permanent impacts of the project as well as short-term, temporary impacts that may occur during project construction.

Two-Lane Alternative (2N)

This alternative envisions construction of a new tunnel with two westbound lanes and standard shoulders on an alignment north of the existing tunnels. The proposed tunnel would have:

- 2 lanes
- Shoulders on each side of the tunnel
- Emergency walkways on each side of the tunnel
- Tunnel length approximately 3,389 feet.

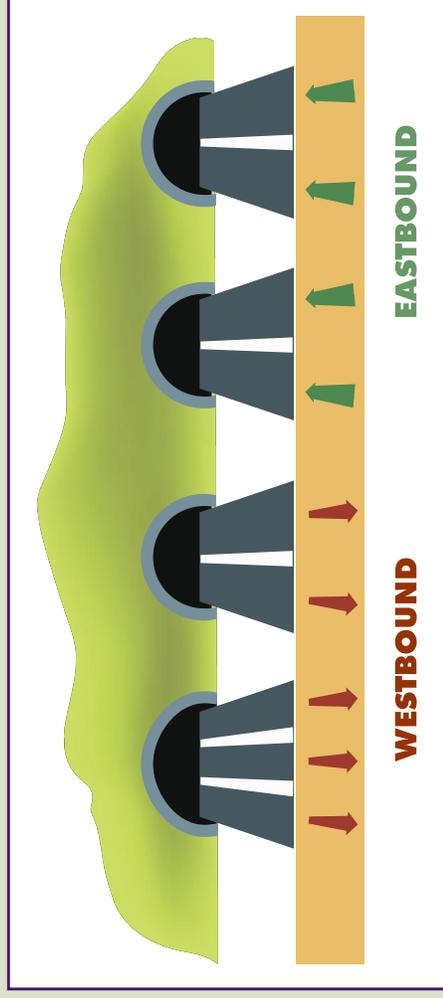


PROJECT ALTERNATIVES

Three-Lane Alternative (3N)

This alternative envisions construction of a new tunnel with three westbound lanes and standard shoulders on an alignment north of the existing tunnels. The proposed tunnel would have:

- 3 lanes
- Shoulders on each side of the tunnel
- Emergency walkways on each side of the tunnel
- Tunnel length of approximately 3,389 feet.



No-Build Alternative

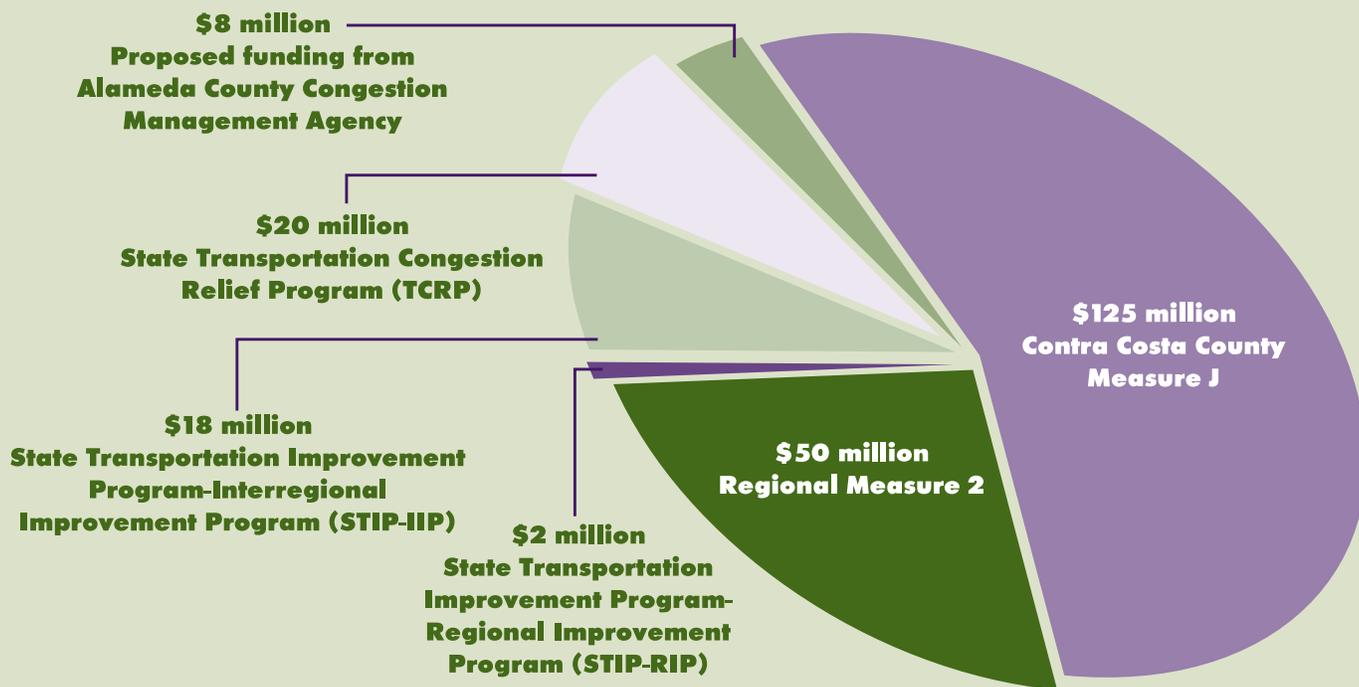
This alternative represents existing conditions with no project-related construction. It would not provide any improvements to existing State Route 24 nor would it provide any relief for traffic congestion and delays, which are expected to increase substantially during the next twenty years. The No-Build Alternative provides the baseline for existing environmental conditions against which other alternatives are compared.

Regional Measure 2

In March 2004, Bay Area voters approved Regional Measure 2 with 56% of the vote. Regional Measure 2 raises the toll on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00, thereby generating funds for regional transportation projects including \$50 million for construction of the fourth bore of the Caldecott Tunnel.

Contra Costa County Measure J

In November 2004, voters in Contra Costa County passed Measure J with 71% of the vote. Measure J, a half-cent sales tax to pay for specific transportation projects, will generate \$125 million for construction of the Caldecott Tunnel fourth bore.



Current Funding for the Caldecott Improvement Project

TARGETED PROJECT SCHEDULE

2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Environmental Process		Environmental Studies & Preliminary Engineering		<ul style="list-style-type: none"> Release Draft Environmental Document Hold Public Hearing on Draft Environmental Document Issue Final Environmental Document & Receive Project Approval 	Final Design		Construction		Tunnel Open to Traffic	
					Right-of-Way Process					



Environmental technical studies currently being conducted for the draft environmental document include:

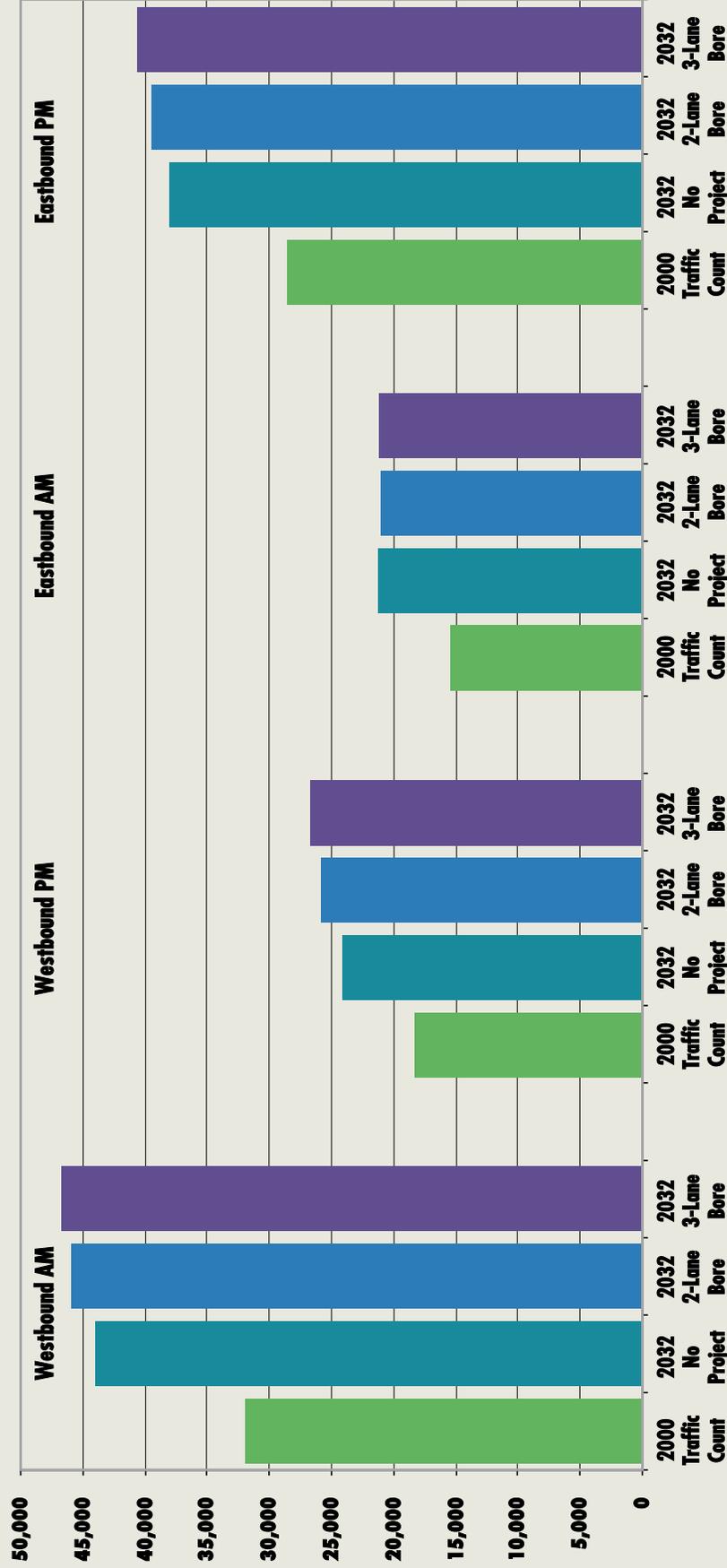
- Visual Impact Assessment
- Air Quality
- Historic & Cultural Resources
- Paleontology
- Natural Environment/
Wetlands
- Community Impact Assessment
 - Land Use
 - Growth Inducement
 - Environmental Justice
- Water Quality/
Floodplain Evaluation
- Noise & Vibration
- Traffic Forecasting &
Highway Operations
- Hazardous Waste Initial
Site Assessment
- Geology & Seismicity



Traffic Forecasting



Forecast Travel Demand Volumes Four-Hour Peak Periods by Direction

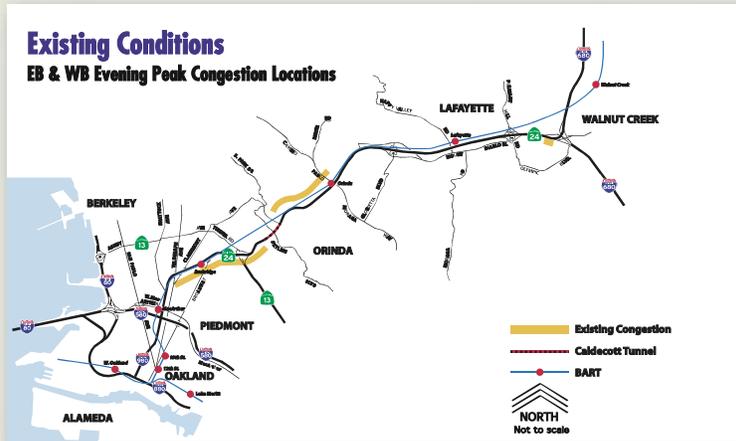


CCTA Model Adapted for Caldecott Tunnel Study

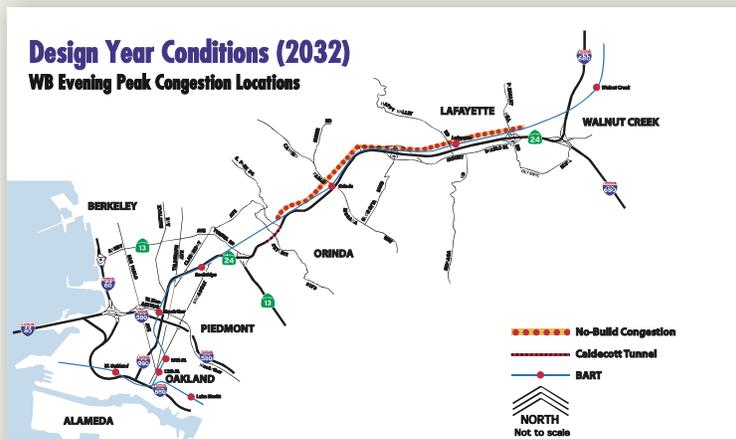
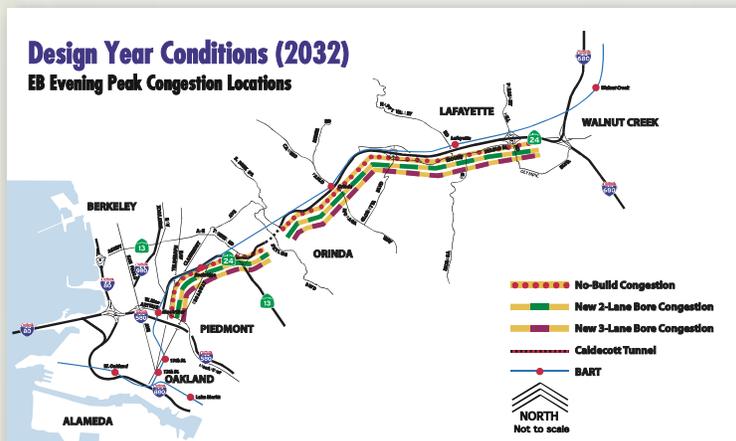


Afternoon Traffic Congestion

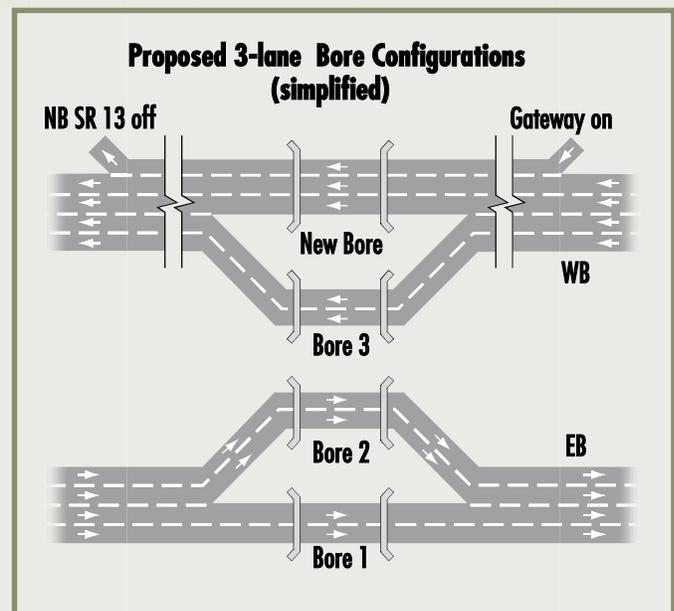
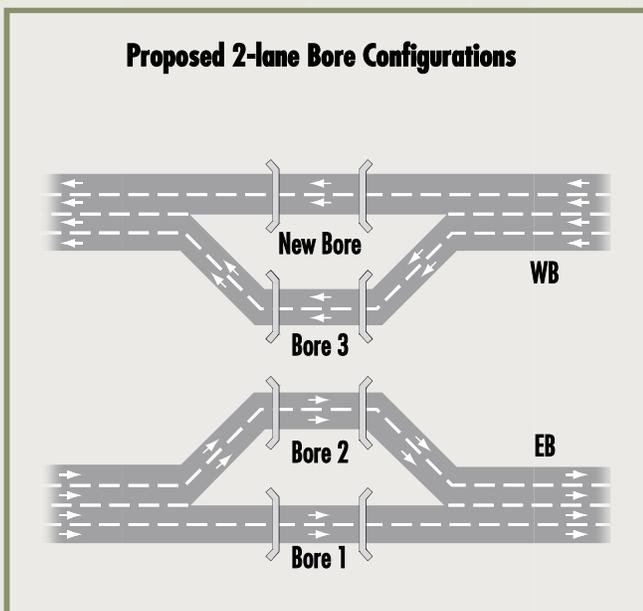
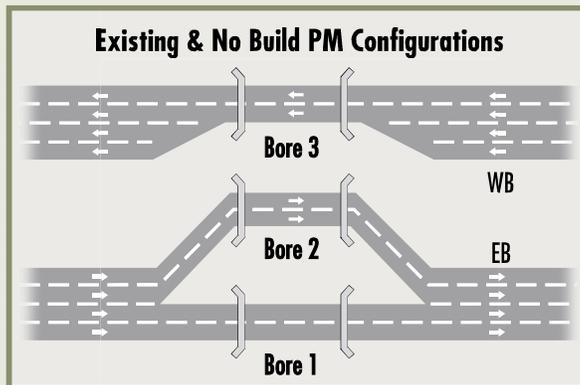
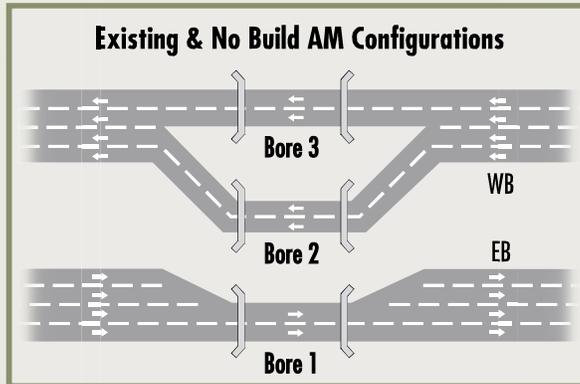
Existing Conditions



Future Projections



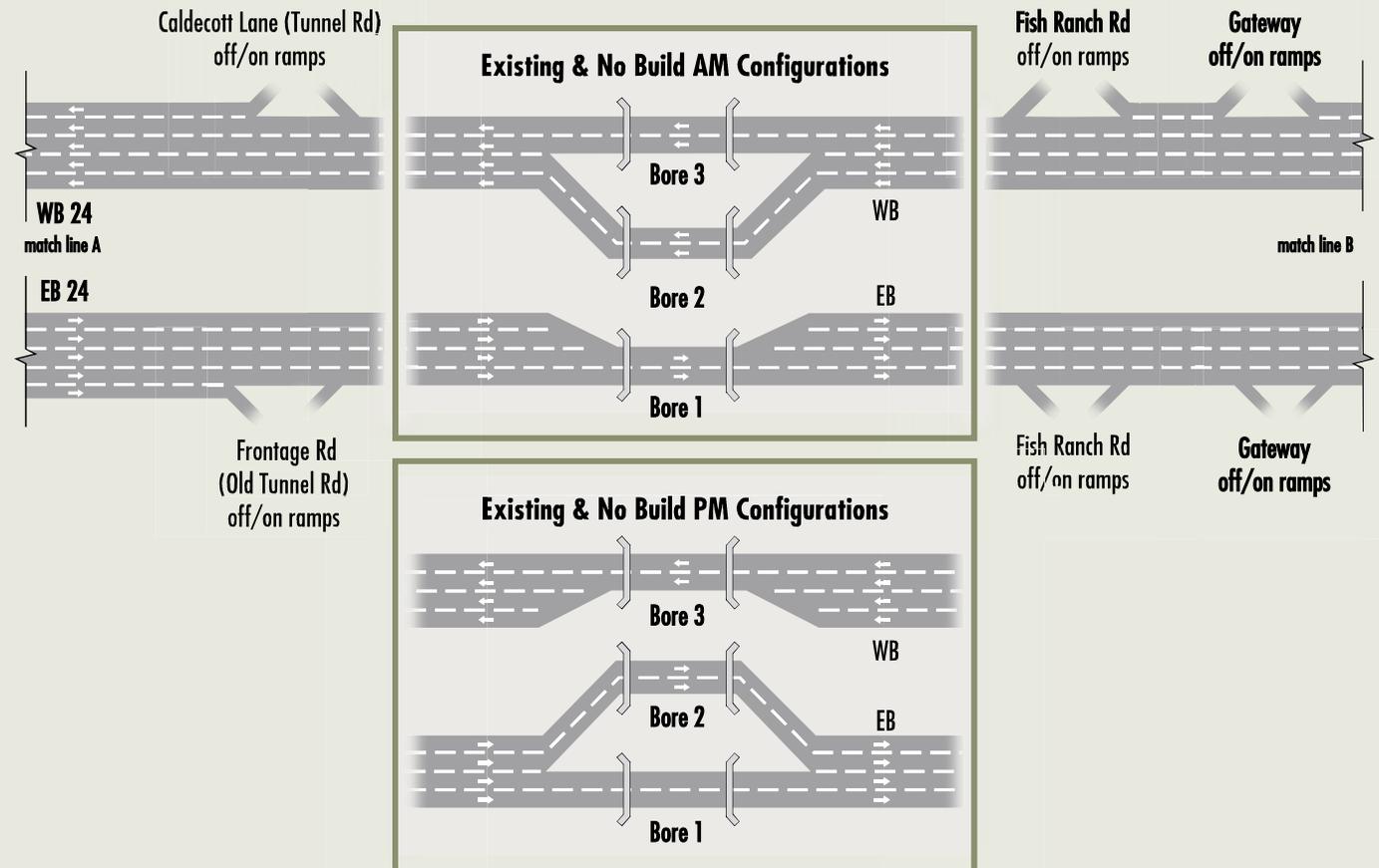
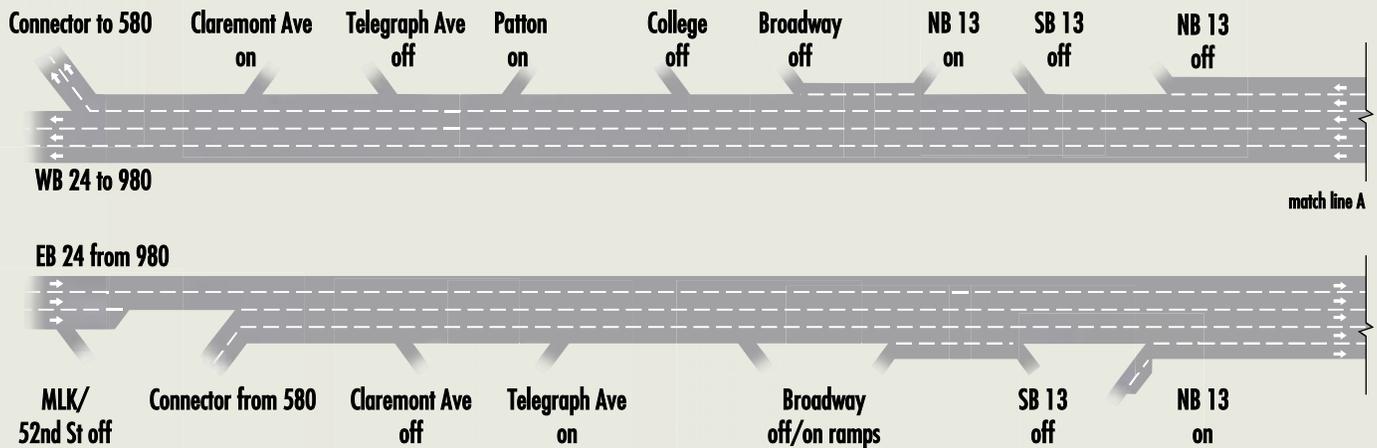
Alternative Comparison



Traffic Operations



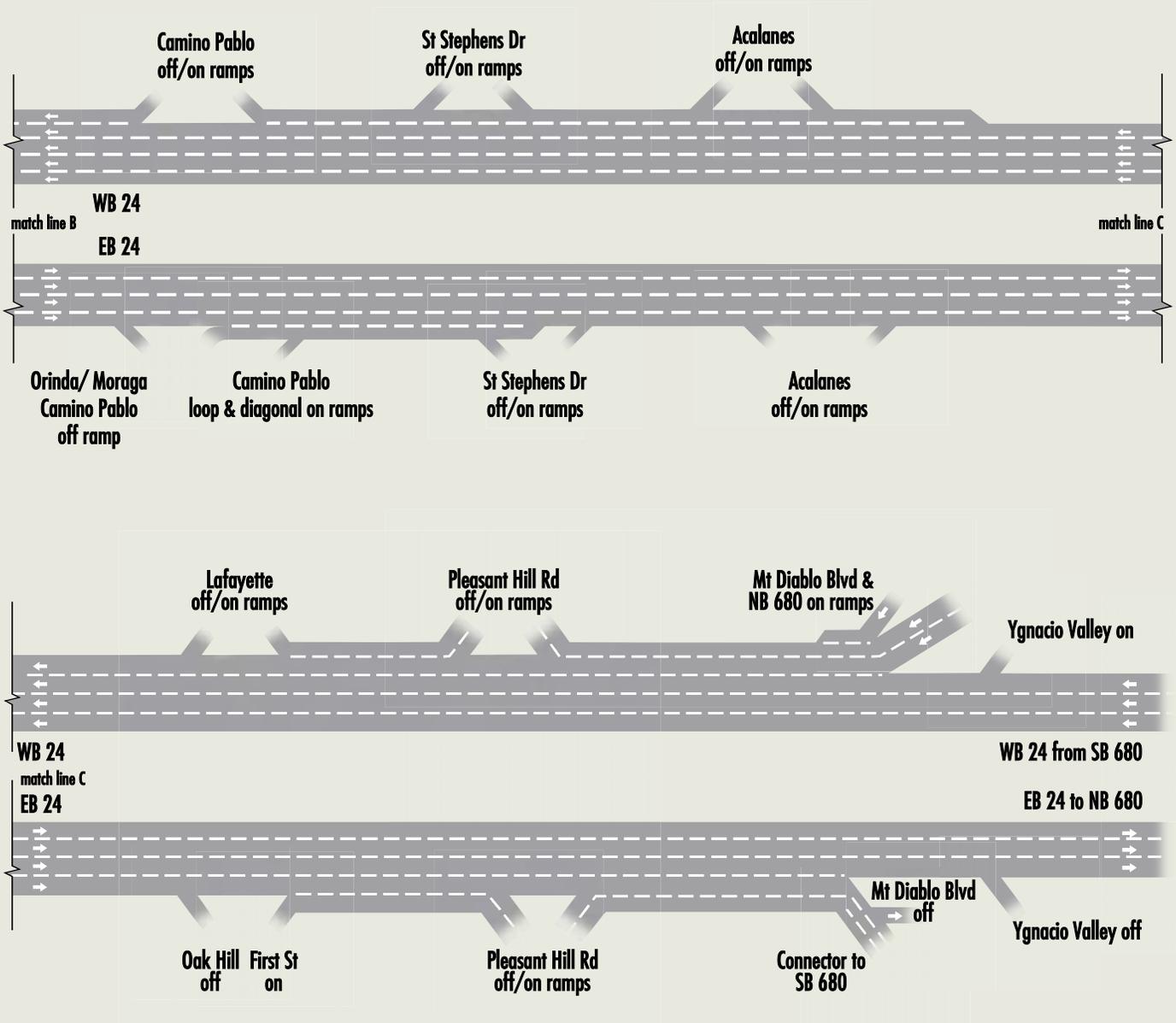
Existing SR 24 Lane Configurations



Traffic Operations



Existing SR 24 Lane Configurations





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ON BROADWAY, NORTH OF LAKE TEMESCAL LOOKING WEST (OAKLAND SIDE) EXISTING CONDITION



PROPOSED 12 FT. HIGH SOUND WALLS

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



FROM CALDECOTT LANE, LOOKING SOUTHEAST TOWARDS PORTALS (OAKLAND SIDE)
19 FT. HIGH BERM WITH 8 FT. SOUND WALL

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



CALDECOTT LANE, LOOKING SOUTHEAST TOWARDS PORTALS (OAKLAND SIDE) EXISTING CONDITION



19 FT. HIGH BERM WITH 8 FT. HIGH SOUND WALL (OAKLAND SIDE)

SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



FROM CALDECOTT LANE, LOOKING SOUTHEAST TOWARDS PORTALS (OAKLAND SIDE)
16 FT. HIGH SOUND WALL AT SHOULDER

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



CALDECOTT LANE, LOOKING SOUTHEAST TOWARDS PORTALS (OAKLAND SIDE) EXISTING CONDITION



16 FT. HIGH SOUND WALL AT SHOULDER (OAKLAND SIDE)

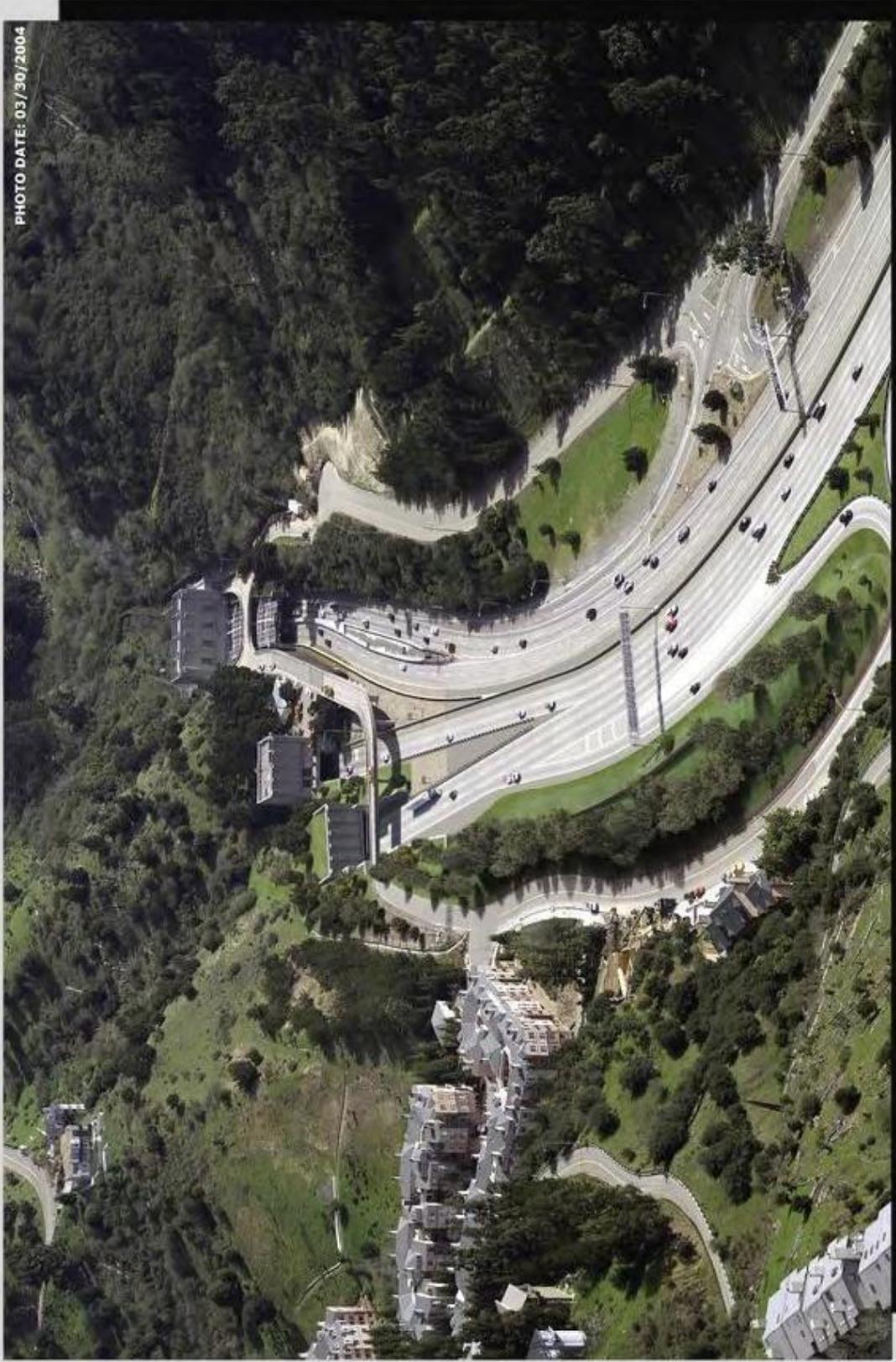
SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ROUTE 24 LOOKING EAST TOWARDS EXISTING PORTALS (OAKLAND SIDE)
THREE-LANE NORTH BORE WITH 19 FT. HIGH BERM &
8 FT. HIGH SOUND WALL

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ROUTE 24 LOOKING EAST TOWARDS EXISTING PORTALS (OAKLAND SIDE) EXISTING CONDITION



THREE-LANE NORTH BORE WITH
19 FT. HIGH BERM & 8 FT. HIGH SOUND WALL

SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ROUTE 24 LOOKING EAST TOWARDS EXISTING PORTALS (OAKLAND SIDE) EXISTING CONDITION



THREE-LANE SOUTH BORE

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT

PHOTO: SAATCHI & SAATCHI / 10/7/2014



ROUTE 24 LOOKING WEST FROM FISH RANCH RD. ON-RAMP (ORINDA SIDE)
THREE-LANE NORTH BORE WITH PROPOSED PORTAL AND 28 FT. HIGH (MAXIMUM)
RETAINING WALL

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT



ROUTE 24 LOOKING WEST FROM FISH RANCH RD. ON-RAMP (ORINDA SIDE) EXISTING CONDITION



THREE-LANE NORTH BORE WITH PROPOSED PORTAL AND 28 FT. HIGH (MAXIMUM) RETAINING WALL (ORINDA SIDE)

SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ROUTE 24 LOOKING NORTH AT THE PORTALS (ORINDA SIDE)
THREE-LANE NORTH BORE

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ROUTE 24 LOOKING NORTH AT THE PORTALS (ORINDA SIDE)

EXISTING CONDITION



THREE-LANE NORTH BORE
(ORINDA SIDE)

SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ROUTE 24 LOOKING WEST TOWARDS PORTALS (ORINDA SIDE)
THREE-LANE SOUTH BORE

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



ROUTE 24 LOOKING WEST TOWARDS EXISTING PORTALS (ORINDA SIDE) EXISTING CONDITION



THREE-LANE SOUTH BORE (ORINDA SIDE)

SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT



ROUTE 24 LOOKING EAST FROM THE BROADWAY ON-RAMP (OAKLAND SIDE)
THREE-LANE NORTH BORE WITH 19 FT. HIGH BERM &
8 FT. HIGH SOUND WALL

SIMULATED VIEW 10+ YEARS





CALDECOTT IMPROVEMENT PROJECT



ROUTE 24 LOOKING EAST FROM BROADWAY ON-RAMP (OAKLAND SIDE) EXISTING CONDITION



THREE-LANE NORTH BORE WITH
19 FT. BERM & 8 FT. HIGH SOUND WALL
(OAKLAND SIDE)

SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



FROM TUNNEL ROAD LOOKING EAST AT CALDECOTT LANE AND EXISTING PORTALS (OAKLAND SIDE) THREE-LANE NORTH BORE WITH 19 FT. HIGH BERM & 8 FT. HIGH SOUND WALL





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



TUNNEL ROAD LOOKING EAST AT CALDECOTT LANE & EXISTING PORTALS (OAKLAND SIDE) EXISTING CONDITION



THREE-LANE NORTH BORE WITH
19 FT. HIGH BERM & 8 FT. HIGH SOUND WALL
(OAKLAND SIDE)

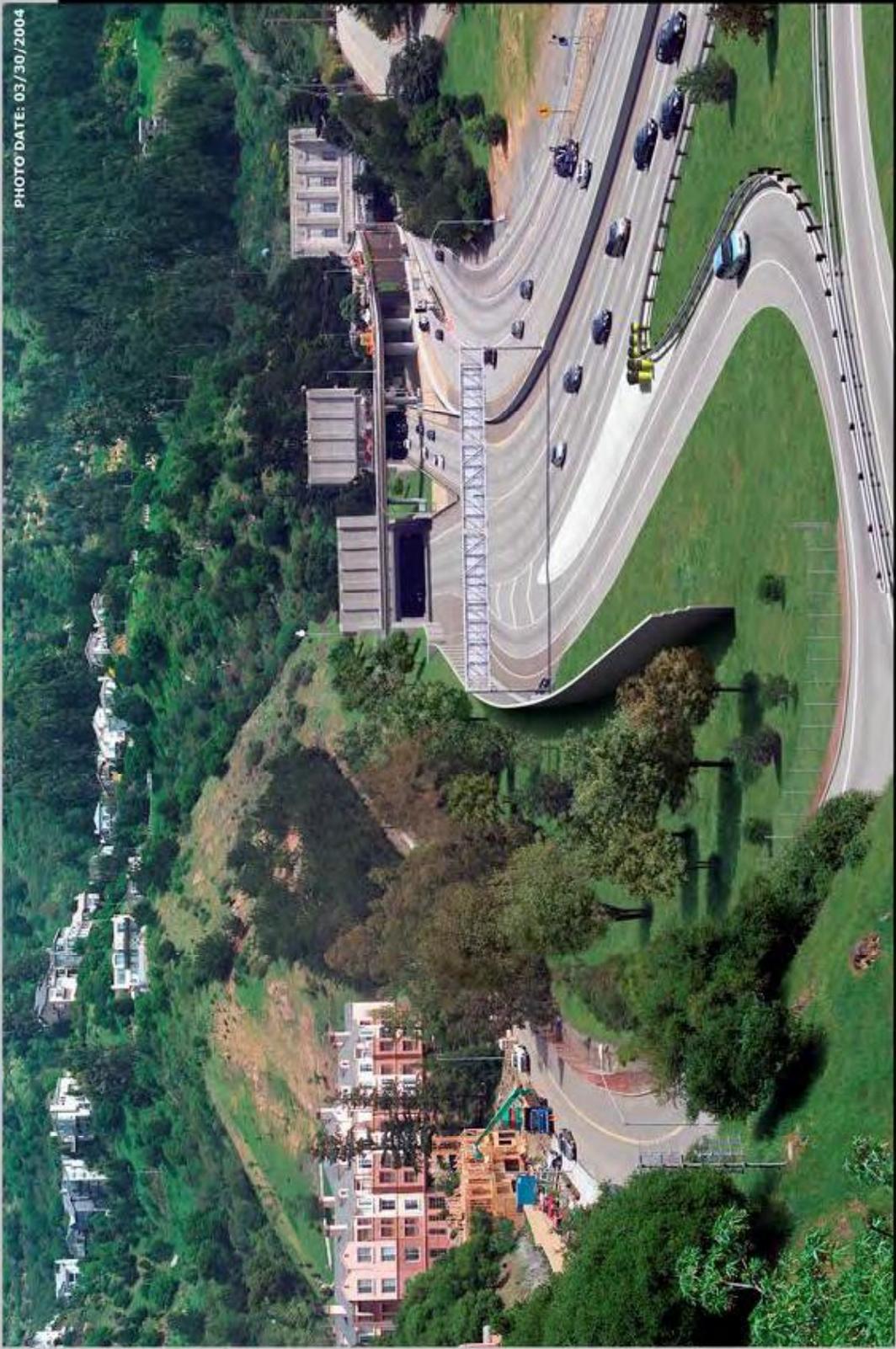
SIMULATED VIEW POST CONSTRUCTION





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



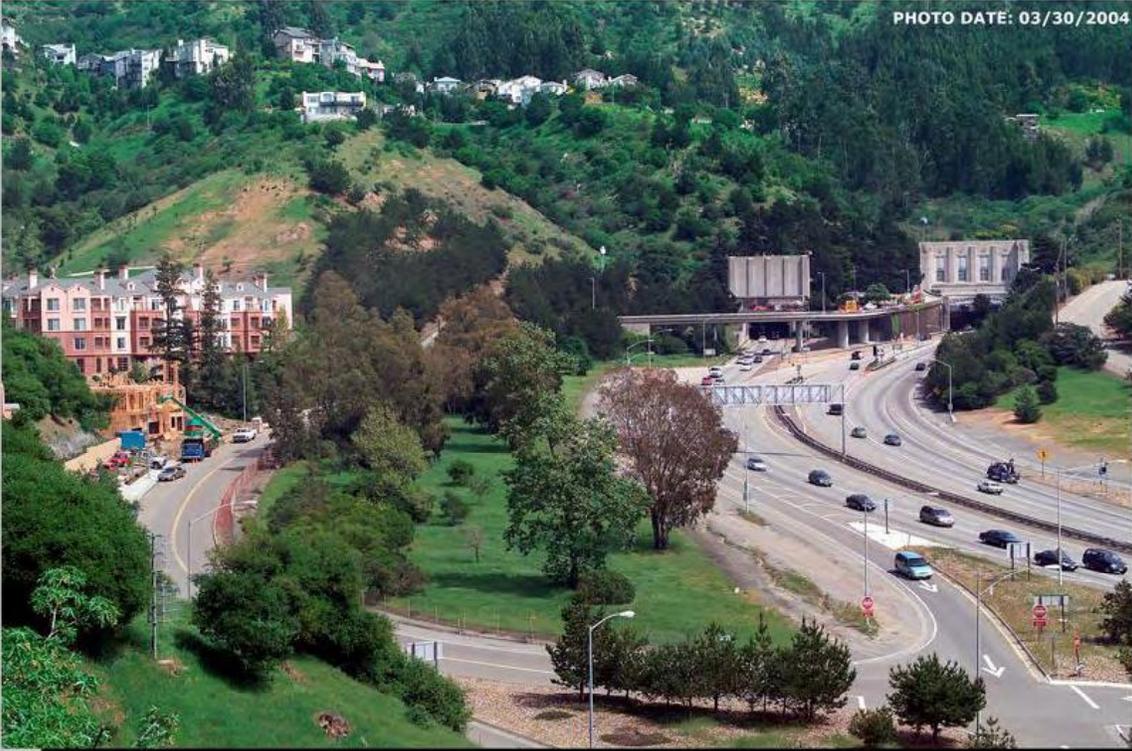
FROM TUNNEL ROAD LOOKING EAST AT CALDECOTT LANE AND EXISTING PORTALS (OAKLAND SIDE) SIMULATED VIEW 10+ YEARS
THREE-LANE NORTH BORE WITH 16 FT. HIGH SOUND WALL AT SHOULDER





CALDECOTT IMPROVEMENT PROJECT

PHOTO DATE: 03/30/2004



TUNNEL ROAD LOOKING EAST AT CALDECOTT LANE & EXISTING PORTALS (OAKLAND SIDE) EXISTING CONDITION

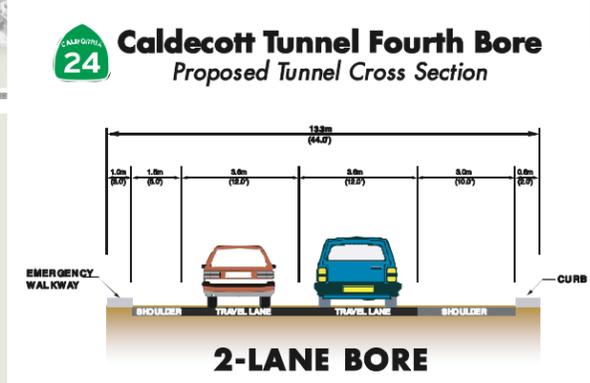
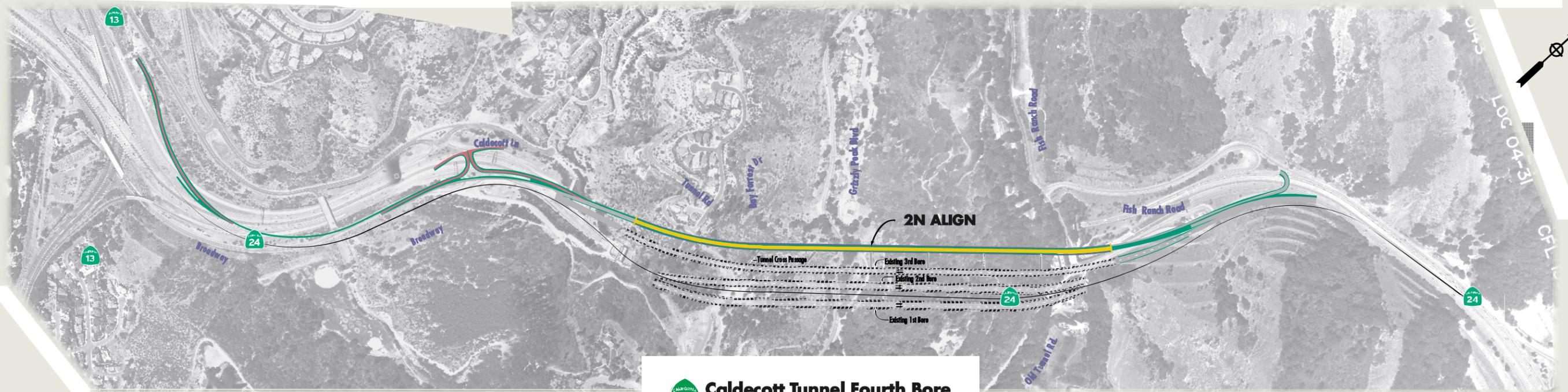


THREE-LANE NORTH BORE WITH 16 FT. HIGH SOUND WALL AT SHOULDER (OAKLAND SIDE)

SIMULATED VIEW POST CONSTRUCTION



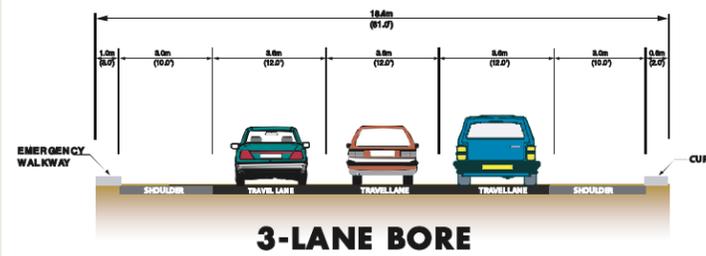
2-Lane North Alternative



3-Lane North Alternative



Caldecott Tunnel Fourth Bore
Proposed Tunnel Cross Section



LEGEND

- █ Emergency Walkway
- █ Ramp
- █ Tunnel
- █ Shoulder
- █ Highway



TUNNEL DESIGN



Horizontal boreholes being drilled in March 2002 near the proposed East Portal.



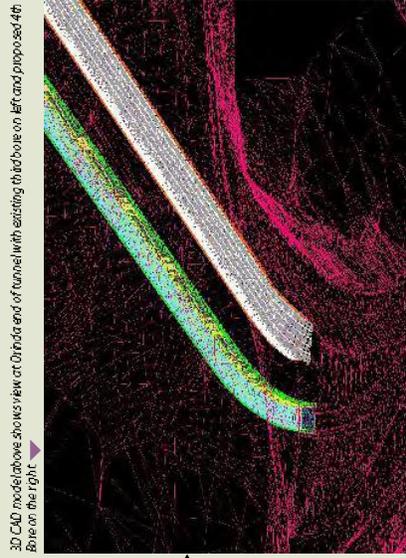
Rock core samples retrieved from boreholes reviewed, photographed, and logged. Log, testing yields rock strength and other data needed to design the tunnel support and linings.



Historic construction photos and documents of the first 3 Caldecott tunnels yields valuable information about the ground conditions that can be expected in the new tunnel.

Step 1

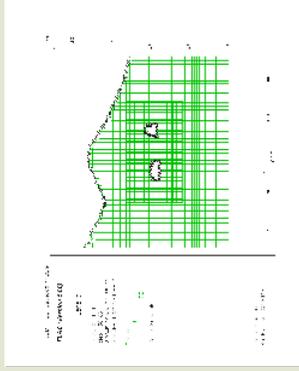
Historical Review and Geotechnical Investigation: Rock and soil samples are taken from proposed alignment – Surface geologic formations, faults, and groundwater conditions are reviewed and analyzed.



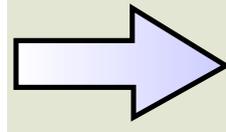
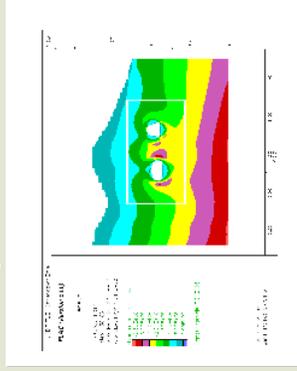
3D CAD model above shows view of Orinda end of tunnel with existing shaft bore on left and proposed 4th bore on the right.

Step 2

Tunnel Alignment and Interaction: Proposed alignment is refined while potential impact on existing 3rd bore must be considered.

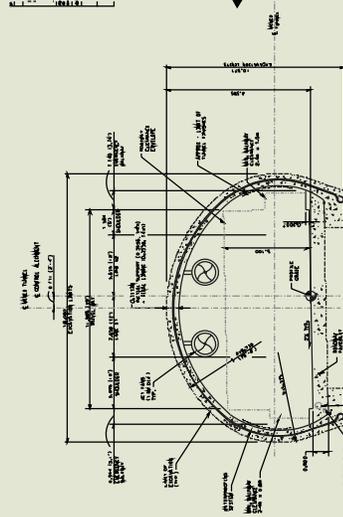


Finite element computer modeling is used to determine allowable clearance between the new tunnel and the existing tunnel based on ground conditions determined from geologic and seismic investigation.



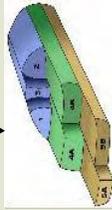
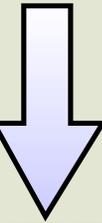
Final Step

Engineers and geologists map and interpret actual ground conditions encountered during tunnel construction to ensure appropriate ground support types are placed to meet design requirements.



Step 4

Final Tunnel Lining and Finishes: Waterproofing, final concrete lining, lighting, architectural finishes and safety systems are designed to meet long-term design life of new tunnel.



Step 3

Initial Tunnel Lining and Excavation Design: Full tunnel will be mined in stages (drifts) from top to bottom so smaller areas can be more easily supported with sprayed-on concrete (shotcrete).

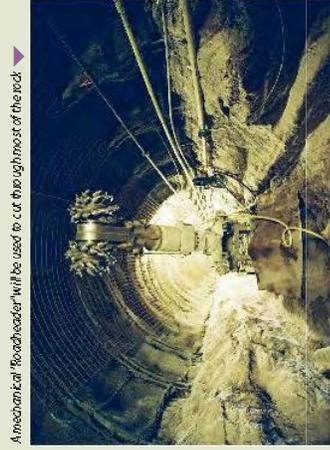


TUNNEL CONSTRUCTION SEQUENCE



Step 1

Staging Area Preparation: Construction Equipment, trailers, and materials are gathered at each portal and softer earth and rock materials are removed to allow beginning of mined tunneling.

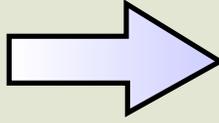


Step 2

Tunnel Excavation: Tunnel is excavated in stages from both the Oakland and Orinda Portals.



Spread-on concrete (shotcrete) is applied over steel supports to the top of the tunnel to provide temporary support during construction.



Step 3

Tunnel Concrete Lining: Final Concrete Lining is cast-in-place with steel reinforcement to form the final structural surface of the tunnel.



Step 4

Tunnel Utilities: Lighting, ventilation and other tunnel utilities are installed in tunnel and cross-passages. Final roadway surface is placed.



Final Step

Tunnel Opens! Final system, quality, and safety checks are performed prior to opening tunnel to traffic.

Emergency cross-passages will be installed to allow safe exit to the 3rd bore in case of emergency.



TUNNEL CONSTRUCTION EQUIPMENT

DRILL JUMBO

Large drill jumbos may be used to drill in holes in precise patterns at the face of the excavation. These holes are used for setting small charges to loosen and excavate very hard rock encountered in the tunnel.



ROADHEADER

This equipment will be the primary excavating equipment used in the tunnel to excavate softer rock. It uses a rotating cutter head that grinds the rock away in a controlled manner and conveys the muck to dump trucks behind it for hauling.

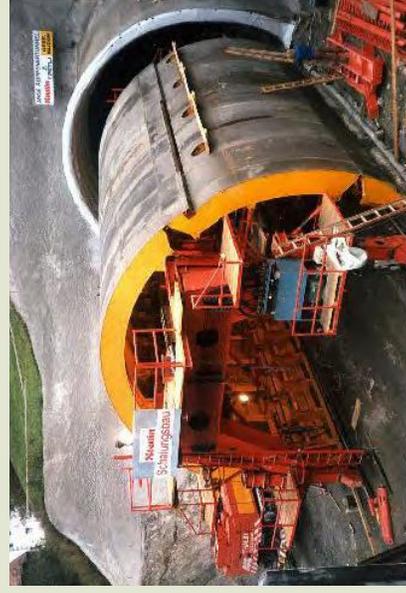
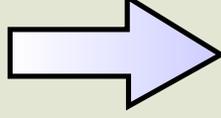


Access Tunnel #20-04
Setup Alpine Roadheader



DUMP/HAUL TRUCKS

10-20 Cubic Yard rubber tire dump trucks are used for transporting muck out of tunnel.



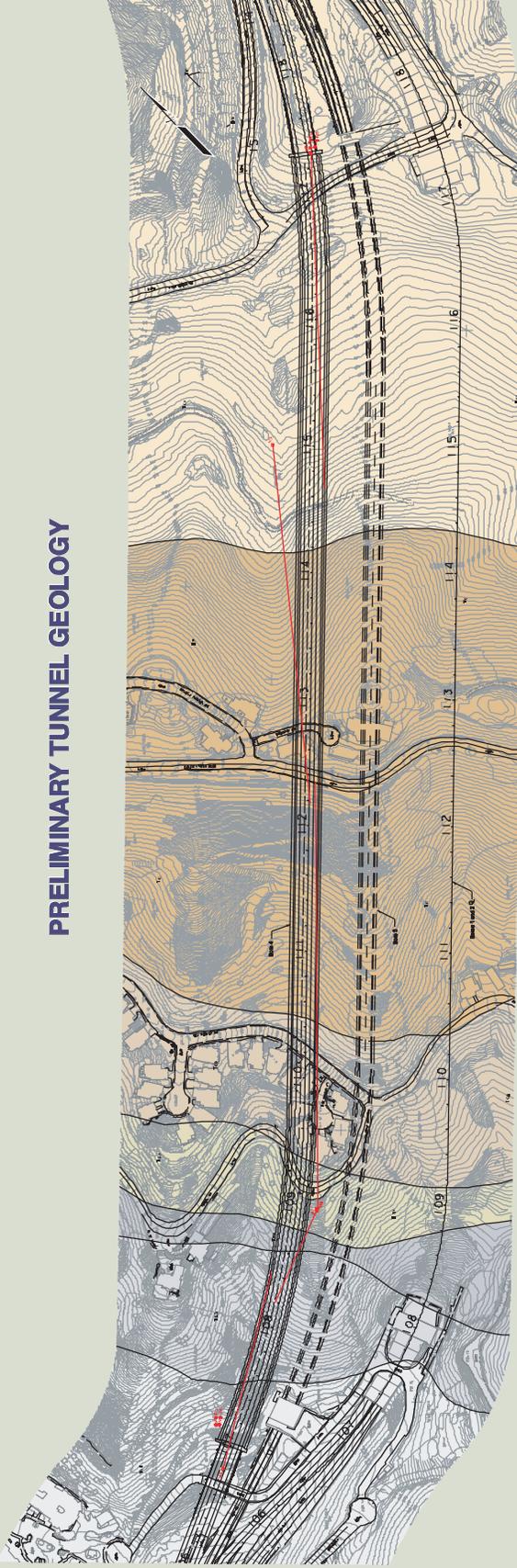
ROLLING STEEL FORMS

Pre-fabricated steel forms made to the exact final dimensions of the tunnel allow efficient placement of the final concrete lining along the excavated tunnel.

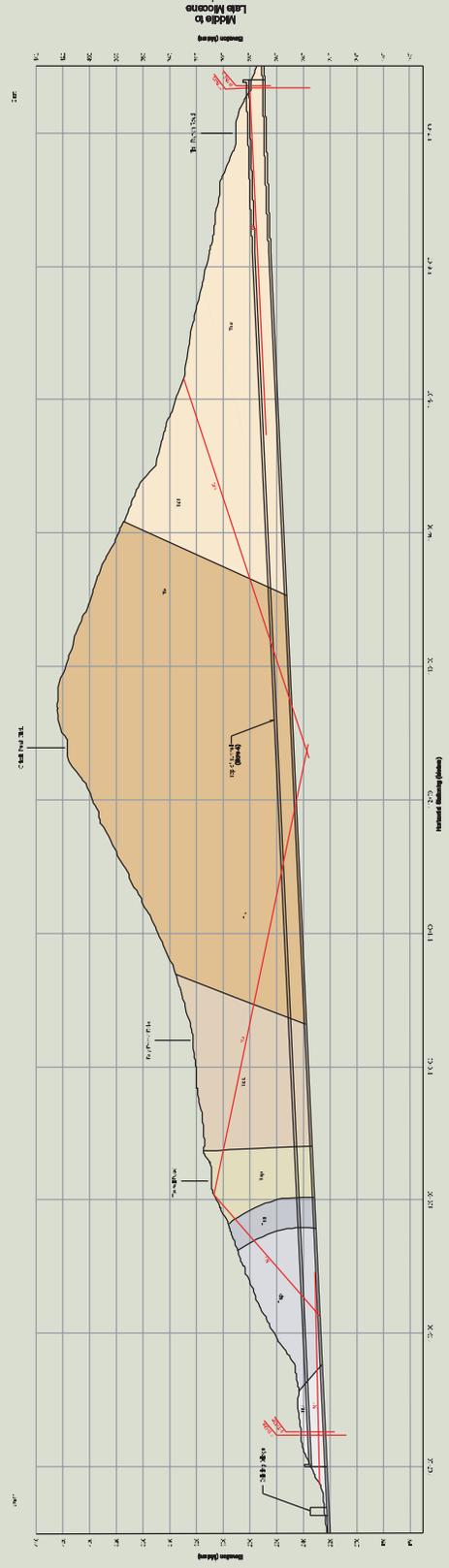


GEOLOGIC/GEO TECHNICAL STUDIES

PRELIMINARY TUNNEL GEOLOGY



PLAN



PROFILE

EXPLANATION

T1b	MORAGA FORMATION (Volcanic Rocks)
T1c	ONONDAGA FORMATION: Interbedded Sandstone, Siltstone, Mudstone and Conglomerate (Indeterminate)
T1d	CLAREMONT FORMATION: Chert and Shale
T1e	Sandstone
T1f	Shale and Chert
T1g	SOBRANTE FORMATION: Sandstone and Shale
T1h	Sandstone
T1i	Shale

NEXT STEPS & PROJECT INFORMATION



December 2005 – January 2006

- Release Draft Environmental Document
- 45-day Comment Period

January 2006: Public Hearings

- Review information on the Draft Environmental Document
- Receive public comments



To stay informed about the Caldecott Improvement Project visit www.dot.ca.gov/dist4/caldecott or contact Brigetta Smith at (510) 286-5820.



Appendix C

Newspaper Articles

Residents praise plan to add a fourth bore through Caldecott

■ Caltrans is exploring two proposals for tunnel planned for the north side

By Meera Pal
TIMES STAFF WRITER

ORINDA — Even with doubts that that proposed fourth bore to the Caldecott Tunnel will provide much relief to westbound Highway 24 morning commuters, residents lauded the project at a Caltrans open house this week.

"No matter how many tunnels go through, there is always going to be traffic," said Orinda res-

ident Pete Muller. "But, this will help somewhat."

Detailed plans for the fourth bore were available to the public for the first time at Tuesday's meeting at the Orinda Community Center, the first of two planned by Caltrans for residents who live near the proposed construction site. The second is in Oakland tonight.

"The purpose of the meeting was to let the public know where we are with the project," said Caltrans project manager

See CALDECOTT, Page 4

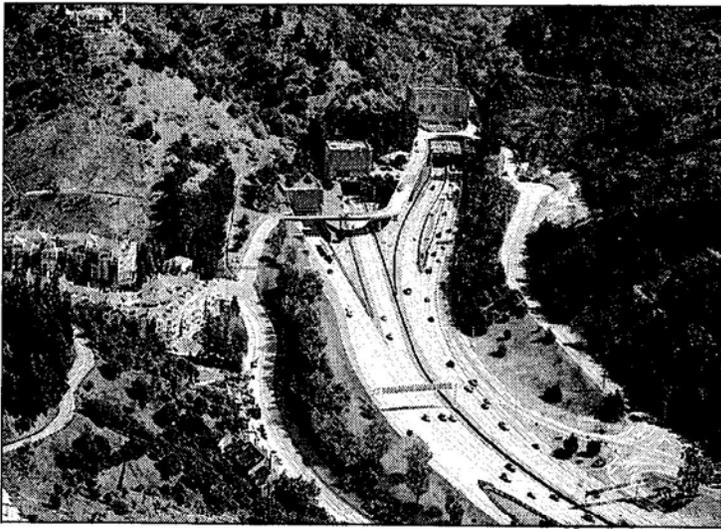


PHOTO COURTESY OF CALTRANS

A CALTRANS image depicts a fourth bore, far left, at the Caldecott Tunnel. The view comes from the south side of the hill.

Caldecott

FROM PAGE 3

Cristina Ferraz. "We wanted to give an update and offer information."

Caltrans presented early concepts for the extra bore in 2002, but the alternatives under consideration have not been seen.

Caltrans is exploring both a three-lane and a two-lane tunnel. Environmental studies should be completed by early 2006, said Caltrans public information officer Brigetta Smith.

Orinda Mayor Amy Worth said studies show that the proposed fourth bore will mostly benefit reverse commuters traveling east in the morning and drivers heading west at the evening.

Congestion is connected to the number of tunnels and not freeway capacity, she said.

IF YOU GO

Caltrans will hold a second open house for the Caldecott Tunnel Improvement Project from 6 to 8 p.m. today at Bentley School, 1 Hiller Drive, Oakland. For details, visit www.dot.ca.gov/dist4/caldecott

"The lack of a fourth bore creates an artificial backup," Worth said. The fourth bore will be constructed on the north side of the current tunnel configuration because the area has stable soils and rock formation, Ferraz said.

Building on the south side would require purchasing rights of way through the North Oakland Regional Sports Center to the west and the Sibley Volcanic Regional Preserve to the east. A southern alignment would cost more because the tunnel would be longer and need

more excavation. Also, a south side bore would come perilously close to the historic first bore, constructed in the early 1900s.

Caltrans still needs to acquire easements from a handful of homeowners whose houses sit about 100 feet above the proposed fourth bore, because their property lines go into the hill, said Todd Crampton of Caltrans' geotechnical studies department.

He said Caltrans is not concerned about stability or that residents will be bothered by noise or vibrations from the construction, because crews will be far below the homes. Preliminary project costs are estimated between \$200 million and \$400 million and will be funded by a variety of state and regional sources

Reach Meera Pal at 925-952-5029 or mpal2@cctimes.com

Meeting looks at traffic problems

Oakland Tribune
Laura Casey, STAFF WRITER
Thursday, June 9, 2005

ORINDA — Lafayette resident Jack Freethy said he thinks 2012 is too long to wait for a fourth bore to be opened at the Caldecott Tunnel.

"You literally have to plan your life around how you are going to fight the tunnel traffic," he said at a CalTrans' open house Tuesday in Orinda. The open house was designed to update progress with the fourth bore project, named the Caldecott Improvement Project, and make CalTrans experts available for questions from the public.

A similar event will be held from 6 to 8 p.m. today at Bentley School, 1 Hiller Drive, Oakland.

According to CalTrans, adding a fourth bore will improve traffic on the often jammed Highway 24, which runs from Oakland through Orinda and Moraga to Walnut Creek. A fourth bore will also eliminate the need for daily tunnel merges.

The new tunnel will have either two or three lanes with shoulders and emergency walkways. It will be 3,389 feet long and take three years to build.

Project Manager Cristina Ferraz said construction will not begin until 2009 because that is when \$125 million of Contra Costa County's Measure J money will be available.

"This is a rough schedule and obviously changes when you progress with a project this big,"

Ferraz said.

The project, which is roughly estimated to cost \$200 million to \$400 million, will also receive some money from Regional Measure 2 passed in 2004. That measure raised Bay Area bridge tolls by \$1.

While Ferraz heard comments from the public that mostly supported the project, some residents who live near the proposed tunnel complained that construction noise, vibrations and added traffic will affect their quality of life.

"Part of my concern is if we build another bore we are inviting more traffic onto the roadway," said Dennis Rowland of Orinda. He said he can hear cars passing on the freeway now and the new bore may make matters worse.

CalTrans is finishing up an environmental review of the project. That review should be available to the public by November or December, Ferraz said.

To learn more about the Caldecott Improvement Project, visit www.dot.ca.gov/dist4/caldecott

Responses differ to plans for Caldecott Some dread noise caused by adding fourth tunnel bore

San Francisco Chronicle
Henry K. Lee, Chronicle Staff Writer
Friday, June 10, 2005

East Bay residents expressed mixed feelings Thursday night about plans by Caltrans to build a fourth bore at the notoriously congested Caldecott Tunnel along Highway 24.

Commuters said they welcome a new bore to cut down on commute time along the often-jammed highway that links Alameda and Contra Costa counties. But nearby residents said they are dreading the noise and inconvenience construction of a new tunnel will create. Construction is slated to begin in 2009, and the new tunnel is expected to be opened by 2012.

On Thursday, Caltrans held an open house at the Bentley School gym in the Oakland hills -- not far from the Caldecott -- to update the public on the project, which is currently under environmental review.

Caltrans project manager Cristina Ferraz told residents the fourth bore will reduce stress, improve traffic congestion and safety, and eliminate the need to merge traffic and reverse the direction of travel for an existing bore.

"I'm very much for it," said Robert Sieben, a neurologist who lives in the Hiller Highlands in the Oakland hills and drives through the tunnel each day to work in Concord. "This is such a key highway for fire vehicles and evacuations. The traffic's gonna come -- it's already come. It's there."

But Lori Cheatham, who lives in the Parkwood apartment complex in the hills, said more people should take public transportation. "I'm just really not looking forward to the additional noise it will create and the construction, when they'll be blasting through the earth," she said.

Lawrence Kaufman, 66, another hills resident who lives off Grizzly Peak Boulevard said he hadn't made up his mind yet. "My main concern is trying to figure out the impact of construction on Fish Ranch Road," said Kaufman, who uses the road, which leads to the tunnel, several times a day. He said he understands the need for a new bore. "We look down every day and see the red lights. We're as impacted as everyone else."

The existing tunnel consists of two bores built in 1937 and a third bore, north of the original two, built in 1964. The traffic direction in the center bore is reversed to accommodate peak commute hours.

The fourth bore will be built north of the existing tunnel where the soils are stable, Ferraz said. It will be 3,389 feet long -- shorter than the other three bores -- and will include shoulders and emergency walkways.

Caltrans has not yet decided whether to build a two-lane or three-lane bore, although studies show that three lanes wouldn't significantly reduce traffic, Ferraz said.

Construction would be funded in part by \$125 million through Measure J, which was passed by Contra Costa voters in November. The measure extends the county's half-cent sales tax for transportation until 2034.

Bay Area voters also passed a regional measure in March 2004 that raised the toll on nine state-owned bridges in the area by \$1. That measure will generate \$50 million toward construction of the new bore.

The entire project is expected to cost \$200 million to \$400 million.

Oakland City Councilwoman Jane Brunner, who represents North Oakland, stopped by the open house. She said many of her constituents oppose a new bore because they're not convinced it would ease the congestion. Nevertheless, "I think this is a done deal. They've got the money," she said. "My question is what is the traffic pattern going to be?"

Brunner said she wonders whether the morning backup east of the tunnel in Orinda would instead shift further west on 24 in Oakland upon completion of the fourth bore.

A draft environmental review of the project should be made available by the end of the year. A 45-day public-comment period will follow. More information about the project is available at www.dot.ca.gov/dist4/caldecott.

Appendix D

Comment Cards



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: JOE COOPER
 Address: 5195 CARRIAGE DR
EL SOBRANTE CA 94803
 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Erik Andersen
 Address: 15 SOUTHWOOD COURT
ORINDA, CA 94563
 Phone: 925-254-8444
 E-mail: anderhus@pacbell.net

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

① MITIGATE NOISE at Orinda Theatre (Moraga Way & 24) through living walls, low banias - NOISE, SMELL & SIGHT OF CARS IS A PROBLEM in front of the historic landmark theatre. ② Beautify east portal of Tunnels 1&2 (south tunnels) - Restore it to its former glory with better landscaping & maintenance - look at the pictures from when it was built. Safety & security requirements can be done in a way that doesn't take away from the east portal. ③ Keep the museum in the tunnel and keep giving tours - It is an important resource to the Orinda community.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Diana Gianni
 Address: 73 Brookwood Rd. #32
Orinda, CA 94563
 Phone: (925) 254-5952
 E-mail: dgianni@yahoo.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: Thank you for having a display of the forth coming project versus a meeting. I like the stations ^{idea} with people to ask questions. Displays are well designed with clear explanations and details.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: RUDOLPH M. REICH
 Address: 808 IRONBARK PL
ORINDA, CA 94563
 Phone: _____
 E-mail: rreich@pacbell.net

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: Do what ever you have to do to get this tunnel in place. ~~State~~ 3 lanes is the only way to go. The loss of time and fuel sitting in lines is costing BILLIONS OF DOLLARS.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: _____
 Address: _____
 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

ADDING A THIRD TUNNEL DOES LITTLE TO ADDRESS FUTURE COMMUTE CONGESTION. CALTRANS AND STATE GOVERNMENT NEEDS TO LOOK AT THE ROOT PROBLEM AND ADDRESS MOBILITY IN A MORE EFFICIENT MANNER



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Kenly Butler
 Address: 233 Overhill
Orinda CA 94563
 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

Excellent Job Build It!
 I don't drive the tunnels for work but I do on weekends and weekends tend to be worse as traffic is less dramatic in ratios, heavy traffic both ways means we need the additional bore.
 Finally, this is safer for Caltrans workers!



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: _____
 Address: _____

 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

What happened to
 High Occupancy Vehicle
 Component -



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Harriet Answorth
 Address: 73 La Cumbre Rd
Orinda 94503
 Phone: 925-254-6320
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

Generally, the audience
 was disappointed there was no
 speaker. - good graphics



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: L Dunbar Keough

Address: Lafayette

Phone: _____

E-mail: _____

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

How about a thorough report on the status of the tunnel project in both the SF Chronicle and the CC Times? You'd win some friends!
Thanks for doing this!



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: Bob Korak

Address: 233 LA ESPERANZA
ORINDA

Phone: _____

E-mail: _____

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

I PREFER THE 3 LANE ALTERNATIVE. MOST VALUE FOR THE DOLLAR
PLEASE INCLUDE SHOULDERS IN WHICHEVER DESIGN IS SELECTED.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: RANDY E. KIRBY
 Address: 67 BROOKWOOD RD. #20
ORINDA, CA 94563
 Phone: 925-254-2990
 E-mail: ~~rkirby~~ rkirby.geosci@usa.net

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

ARE REPORTS ON PRELIMINARY DESIGN PROPOSAL
(INCLUDING GEOLOGY) AVAILABLE FOR REVIEW BY
PUBLIC? ESPECIALLY INTERESTED IN UNDERGROUND
OFFRAMP PLANS FOR ORINDA PORTAL / ~~4~~ 680
INTERCHANGE SEGMENT OF 24 FREEWAY.
IS OFFRAMP UNDERGROUND PROPOSED AT E-BOUND ORINDA
OFFRAMP? IF SO, WHAT DESIGN IS PROPOSED?



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: G. FRYER
 Address: 140 LAS VEGAS ROAD
ORINDA, CA 94563-1921
 Phone: (925) 254 0788
 E-mail: fryergd@aol.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

10 YEARS TOO LATE. BUILD IT!



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Ed KISSICK
 Address: 76 Via Floreado
Orinda
 Phone: 253-1847
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: PLEASE - make the new bore with
three lanes, not two.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: RICHARD CUMMINGS
 Address: #2 OAK LANE
ORINDA
 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: BY ALL MEANS GO FOR THE THREE LANE BORE - AND START ASAP!



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: S. Vincent
 Address: 320 Caldecott Ln. # 133
Oakland, CA. 94618
 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: CINDY HORVATH, SR. Transportation
 Address: ~~ALAMEDA COUNTY~~ PLACER
224 W. WINTON AVE RM 111
 Phone: MAYWARD CA 94544
 E-mail: CINDY.HORVATH@ACGOV.ORG

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: WARREN CHICK
Address: 718 GRIZZLY TERRACE DR
OAKLAND, CA 94611
Phone: 510 843 3556
E-mail: SHEPSDAD@COMCAST.NET

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

[X] Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

My home overlooks the east end of the Caldecott tunnel. I am concerned about the impact of construction activities at night, on me and on wildlife using the Caldecott wildlife corridor - sound and light in particular. I am especially concerned about use of any private land along Fish Ranch Road for construction yards.

OVER

I was a signatory of the report by the consortium re the Caldecott Wildlife Corridor.

I would like to see specs prohibiting any activity outside of the public right of way; and limiting activity inside the right of way to daylight hours Mon-Fri.

Warren Chick

Please mail a copy of this comment to me.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: BETTY CROLY
 Address: 2921 ASHBY AVE
BERKELEY CA 94705
 Phone: 510 841 0249
 E-mail: BETTY CROLY @ AOL.COM

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

TRAFFIC IMPACT ON ASHBY AVE SHOULD
BE STUDIED NOW, BEFORE, NOT AFTER
DESIGN STUDIES SHOWN AT BENTLEY OPEN HOUSE



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Gordon Piper
 Address: 33 Hiller Drive
Oakland 94618
 Phone: (510) 843-3828 or 622-2987
 E-mail: Gordon.piper@AOL.COM

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

I chair the North Hills Landscape Committee & serve on the City of Oakland's
Wildfire Prevention & Assessment District Advisory Board. I would like to discuss as a
mitigation measure a program involving on much needed vegetation
management & better landscaping in the Highway 24 corridor &
the intersection with the Warren Freeway. I would like to work with the
City, Caltrans on developing a landscaping / vegetation management
mitigation program related to the 4th Bore project. Would



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: ATHAN MAGGANAS
 Address: 158 CALDECOTT LN #4
OAKLAND CA 94618
 Phone: 510 223 4483
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

DAY VIEWS + WESTERN VIEWS OF PARKWOODS BLOCS
AND OF 158 CALDECOTT LANE CONDOS
ARE BLOCKED BY ADDED ~~TREE~~ TALL TREES
AND POSSIBLY BERM + SOUNDWALL



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Robert Faber
 Address: 3329 Rubin
 Phone: 510-482-4924
 E-mail: RLFabereng@aol.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

No third LANE. If 3 LANE continue extend Project
Limits to 580/24 Interchange
AUX LANE to ~~15th~~ Loop Ramp to 13 South
for decel length on 24 WB?
2 LANE alternative - OK



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Allen Frankel
 Address: Heller Highlark
 Phone: _____
 E-mail: ami009@hotmail.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: 19' high mound with soundwall very important for west side of tunnel. Please build it before the other construction noise ensues.
excellent landscaping & maintenance of landscaping including traffic islands at highway 13/24 and entrance to Hiller Drive.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Kathleen Polkinghorn
 Address: City of Orinda
 Phone: 925 253 4211
 E-mail: kpolkinghorn@ci.orinda.ca.us

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: Well put together and staffed - I learned a lot!
Can't wait for my tour w/ Ray.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: _____
 Address: _____

 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:
 ① Build 3 lane - to do less is a waste of resources
 ② Exped. the process
 The Empire State building was done in 18 months
 The Pentagon in 22!



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: ATHAN MAGGANAS
 Address: _____

 Phone: 510 223 4483
 E-mail: MAGGANAS@PRODIGY.NET

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:
 ELIMINATE "BUTZONHOOK" DESIGN ON CALDECOTT LN OFF RAMP AS IT ADDS ADDED TRAFFIC + ELIMINATES STREET PARKING ON CALDECOTT LN (PORTION OF CALDECOTT LN PAINTED RED AS PART OF BUTZONHOOK DESIGN).



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: GERALD V. NIESAR
 Address: 6200 MANOA ST.
OAKLAND CA 94618
 Phone: 510-652-6664
 E-mail: GNIESAR@NDLAW.COM

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

SINCE THIS WILL INCREASE TRAFFIC AND TRAFFIC NOISE ON ROUTE 24 WHICH PASSES THROUGH NEIGHBORHOODS, IT WOULD BE IRRESPONSIBLE TO SPEND \$3-400,000,000 ON INCREASING NOISE WITHOUT BUILDING SOUND WALLS -OR EVEN AN ENCLOSURE- TO CONTAIN THE NOISE, FUMES, POLLUTION, ETC. I WOULD APPRECIATE KNOWING WHAT THE PLAN IS IN THIS REGARD
G. Niesar



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Jeff Bond
 Address: 73 Temple Pl
Oakland CA 94618
 Phone: 510-601-7222
 E-mail: JTBOND@AOL.COM

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

Please evaluate impacts, both good and bad, on Highway 13/Tunnel Road. I've noticed a great deal more surface street traffic because of people trying to avoid Highway 13 congestion. My guess is the tunnel capacity is the underlying problem. Pedestrian and bike ~~and~~ access and safety on Tunnel Road is an area ~~of~~ of concern, that may be worsened by



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

Laurie Bernardi
280 Caldecott Ln #310
Oakland, CA 94618
bernardl@strsoh.org

(Contact information below is optional)

Name: JO CAZENAVE
Address: 180 CALDECOTT LN. #114
OAKLAND, CA 94618
Phone: (510) 494-1388
E-mail: JO.CAZENAVE@STARK.HOUSE.GOV

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

I am on the Parkwoods Bd. of Directors. Our meetings are held on the 3rd Tues. of the month. Would like CAL TRANS reps to come to a homeowners mtg



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: TODD HOEKSTRA
Address: 6772 CHARLING CROSS RD
BERKELEY, CA 94705
Phone: _____
E-mail: _____

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Cherie Wetzel
 Address: 48 Starview Drive
Oakland, CA 94618
 Phone: 510-841-0211
 E-mail: wetbot@att.net

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: Make it happen faster! We need it now.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005



(Contact information below is optional)

Name: ANN SMULKA - BERKELEY TRANSPORTATION COMMISSIONER
 Address: 175 ALVARADO FOR AREA AFFECTED BY TUNNEL
BERKELEY
 Phone: (510) 845-9316
 E-mail: asmulka@comcast.net

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments: I would very much appreciate receiving an electronic copy of the data exhibits by Monday, June 13, so that I can share it with the Berkeley Transportation Commission ~~on~~ (in time for review by our June 16 meeting).



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: MORTON McDONALD
 Address: 170 VICENTE RD.
Berkeley 94705
 Phone: 510-845-8055
 E-mail: morton@roy.mcdonald.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

After leaving Tunnel on West side, direct traffic to Berkeley via Telegraph Ave. exit, NOT Tunnel Rd.
 The former is 4-lanes, mostly commercial versus Tunnel Rd's 2 lane residential. Also, this traffic hits so many more Berkeley residential streets and people!! Help!



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Fam Webb
 Address: 180 Caldecott Lane #208
Oakland, CA 94618
 Phone: 510/653-7966
 E-mail: webbreg@yahoo.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

1. I don't want 4th bore - will just encourage more traffic and does not make any concession to need for less dependence on cars.
 2. My building at Parkwoods will be negatively affected by noise and vibrations - 24 hrs a day!
 3. By time this is done the increase population will make situation same as it is now. - what a waste!



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Kent Deverell
 Address: 5970 CHABOT CREST
OAKLAND, CA 94618
 Phone: 510-601-0944
 E-mail: ~~deverell@everell.com~~

Please add me to the project mailing list EVERELL@FLUED.COM

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

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Comments:
VERY CONCERNED ABOUT THE LACK OF MITIGATION
EFFORTS WEST OF TUNNEL (ROCKRIDGE + SURROUNDING
NEIGHBORHOODS). NEED TO DO MORE TO ADDRESS
NOISE, POLLUTION, SAFETY, ETC.



COMMENT CARD
 Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: ATHAN MAGGANAS
 Address: 150 CALDECOTT LN #4
OAKLAND CA 94618
 Phone: 510 223 4483
 E-mail: MAGGANAS@PRODIGY.NET

Please add me to the project mailing list

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:
 1) "BUTZONHOOK" OFF RAMP OF 3RD VERSION DUMPS ALL TRAFFIC ON CALDECOTT LANE SECTION WE LIVE IN FRONT OFF. NEED TO WIDEN CALDECOTT LN AND/OR CONFIGURE OFF RAMP DESIGN
 2) ADDITIONAL VEHICLES PARK ON CALDECOTT LANE AS A RESULT OF THE BORE - MITIGATE BY ADDING 5-6 FT OF WIDTH ON CALDECOTT LANE



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Barbara Witt
 Address: 5950 Grizzly Peak
Oakland
 Phone: _____
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

The Grizzly Peak/Fish Ranch Road is an official evacuation route - can we be assured that access to the tunnel & Hwy 24 in both east & west directions will be kept open during & after construction?



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Moujan Mostaghimi
 Address: P.O. Box 6155
Moraga, CA 94570
 Phone: _____
 E-mail: moujanam@yahoo.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

I need to have a higher berm/wall with trees.



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: Dave Campbell
Address: 1590 Le Roy Ave
Berkeley CA 94708
Phone: 510 701-5971
E-mail: dcampbel@lmi.net

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:
Please study bike/ped safety impacts on
arterial streets feeding into tunnel.



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: Barbara Witt
Address: 5950 Grizzly Peak
OAKLAND 94611
Phone: _____
E-mail: _____

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:
We are concerned about the direction
that the fumes are sent from the
tunnel each morning - It is a growing
problem for our neighborhood.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: Brooke Elmgren
 Address: 6425 Chabot Rd.
Oakland 94618
 Phone: (510) 658-8111
 E-mail: brookeelmgren@yahoo.com

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

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Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

What conditions for long-term solutions to congestion, can be attached to a project like this? E.g. limits to construction in Contra Costa City; demands that individuals commit to carpooling; establishing BART subsidies to overwhelmingly attract ridership. When will the Bay Area regain its former reputation for progressive ideas? The 4th bore strikes me; again, as a short-term fix.



COMMENT CARD
Informational Open House
 June 7 & June 9, 2005

(Contact information below is optional)

Name: James Lewis
 Address: 21 Old Tunnel Rd
Orinda, CA 94563
 Phone: 925 254-2400
 E-mail: _____

Comments may be submitted today or mailed to:
 Brigetta Smith
 Public Information Officer
 California Department of Transportation
 P.O. Box 23660
 Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

I represent 12 people who all hope for the three lane option
Good work on this project,
Thanks Jim



COMMENT CARD

Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: Pamela Swan

Address: 320 Caldecott Lane #232
Oakland 94618

Phone: _____

E-mail: pamswan162@yahoo.com

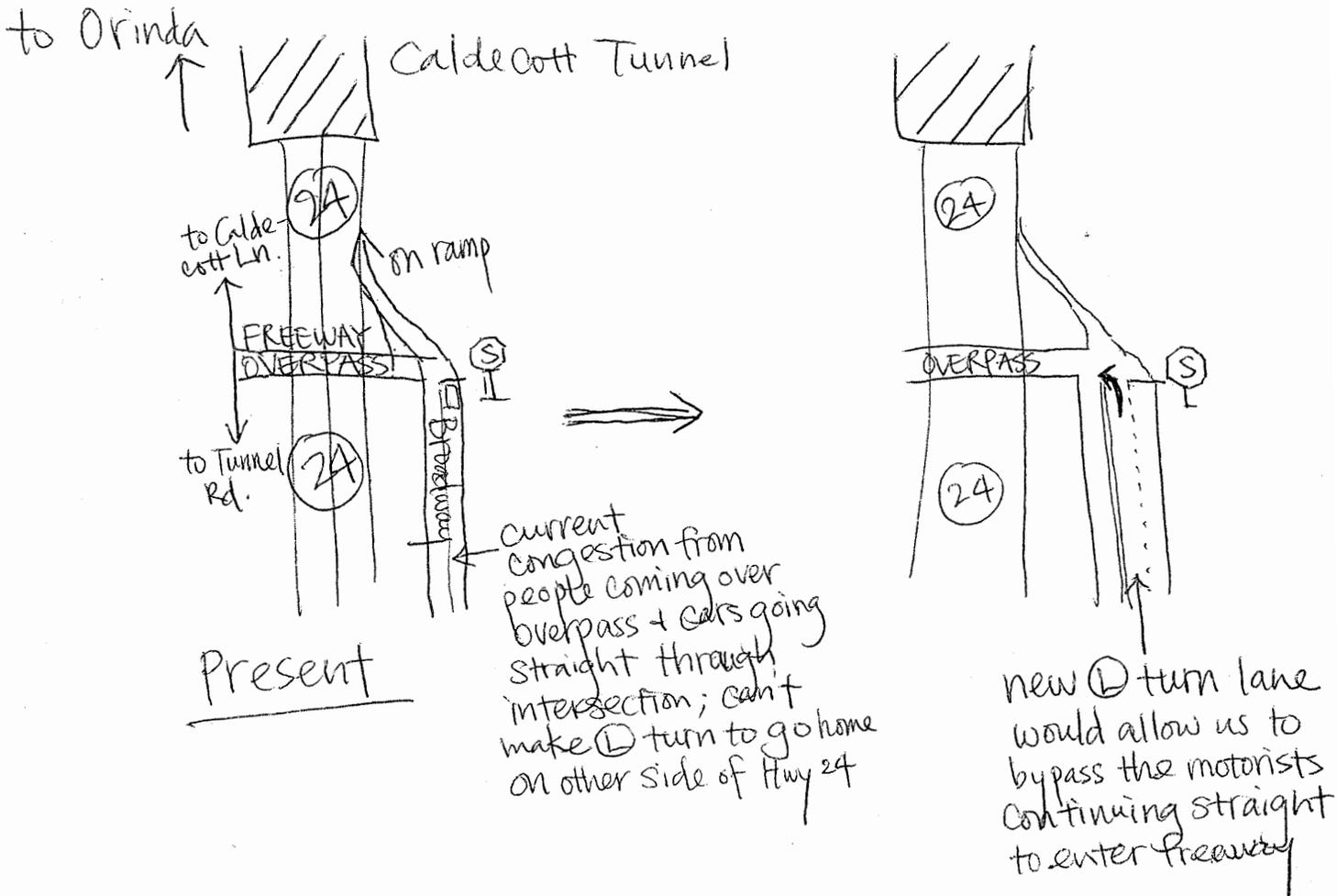
Please add me to the project mailing list

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

Although this may be Oakland's jurisdiction, I would like to see Broadway (north of Temescal Park) congestion addressed. Many people take the Broadway off ramp, go up the side street along Lake Temescal, then enter the freeway again at Old Tunnel Rd. For those of us that need to make a left turn at the freeway overpass to go home to Tunnel Hiller / Caldecott Lane, it is very slow. A designated (D) turn lane at this intersection would help greatly. Diagram on back.





COMMENT CARD

Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: ORTON NIESAR
Address: 6200 MANOA
DAK 94618
Phone: (510) 652-6664
E-mail: oniesnar@aol.com

Comments may be submitted today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open houses will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

- This looks like a done deal. We are willing to go along with it IF
- ① You consider a sound barrier along 24 from Rockridge (sound will increase)
 - ② You concentrate some energy & funds to develop public transportation first
 - ③ You stay sensitive to the needs at Rockridge and Montclair residents. (over)
 - ④ You remain sensitive to the local ecology on both sides of the tunnel.
 - ⑤ You plan properly for future communities that will stop impacting existing communities disproportionately. Better, environmentally friendly planning is the answer, not adding asphalt sprawl simply to continue supporting the unsustainable system we have right now.



COMMENT CARD
Informational Open House
June 7 & June 9, 2005

(Contact information below is optional)

Name: Gail Schulz
Address: 202 Hillcrest Rd
Berkeley, CA 94705
Phone: 510-594-6885
E-mail: GFSCHULZ@COMCAST.NET

Comments may be submitted
today or mailed to:
Brigetta Smith
Public Information Officer
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

Please add me to the project mailing list

Thank you for your interest in the Caldecott Improvement Project. A summary of comments from the informational open house will be posted on the project website at www.dot.ca.gov/dist4/caldecott.

Comments:

IN DISCUSSIONS WITH CALTRANS PEOPLE WORKING
ON THE DRAFT EIA, IT APPEARS THAT THEY
HAVE NOT & DO NOT INTEND TO ADDRESS THE
COMMENTS RAISED DURING THE SCOPING
PHASE. THEY ARE REQUIRED TO UNDER THE LAW.
PLEASE ENSURE THAT THESE ISSUES ARE
ADDRESSED. - Re: Noise, Air Pollution, Traffic, etc.